

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,293 號叁十玖百貳千叁萬壹第 日貳拾月捌年六十二緒光 HONGKONG, TUESDAY, OCTOBER 16th, 1900. 式拜禮 號陸十月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

THE  
**MALARIAL MOSQUITO**  
IS EFFECTUALLY  
EXTERMINATED BY  
THE JUDICIOUS USE OF  
**WATSON'S HYGIENOL.**  
**A. S. WATSON & CO.**  
LIMITED.  
ESTABLISHED 1841. [1632]

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to **C. C. ANDERSON,**  
Hongkong, 13, Praya Central.

**NAPIER JOHNSTONES**  
**SQUARE BOTTLE WHISKY**  
The sale of this good Scotch increases month  
by month. It is of Superb Quality, and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for  
**LANE, CRAWFORD & CO.**  
Hongkong.

**JOHN WALKER & SONS'**  
**FAMOUS**  
**KILMAENOCK WHISKY.**  
This World-renowned,  
Fine Old Highland Whiskies are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong at  
**G. C. ANDERSON,**  
No. 13, Praya Central.  
Hongkong, 26th July, 1897. [43]

**CUTLER, PALMER & CO.'S**  
PRICE \$10.75 PER DOZEN  
NEW  
**"SPECIAL BLEND" WHISKY**  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO. Hongkong.** [42]

**HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.**  
TIME TABLE  
WEEK DAYS

7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
11.30 a.m. to 1.30 p.m. Every quarter of an hour  
1.30 p.m. to 2.30 p.m. Every ten minutes  
2.30 p.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 4.30 p.m. Every ten minutes  
4.30 p.m. to 5.30 p.m. Every quarter of an hour  
5.30 p.m. to 6.30 p.m. Every ten minutes  
Night cars at 6.45 p.m. and 9 p.m. and from  
9.45 p.m. to 1.15 a.m. every half hour.  
SUNDAYS  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
11.30 a.m. to 1.30 p.m. Every quarter of an hour  
1.30 p.m. to 2.30 p.m. Every ten minutes  
2.30 p.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 4.30 p.m. Every ten minutes  
4.30 p.m. to 5.30 p.m. Every quarter of an hour  
5.30 p.m. to 6.30 p.m. Every ten minutes  
Night cars at 6.45 p.m. and 9 p.m. and from  
9.45 p.m. to 1.15 a.m. every half hour.  
SPECIAL CARS at arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SONS,**  
General Managers.  
Hongkong, 1st May, 1899. [2550]

**VICTORIA  
CYCLE  
EMPORIUM.**  
THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fitting of every description.  
Repairs executed with promptitude and skill.  
Enamelling a speciality.  
**McKIRDY & CO.**  
43 & 45, QUEEN'S ROAD EAST  
Hongkong, 3rd November, 1899. [2509a]

**RUINART PERE & FILS, REIMS**  
Established 1710  
**CHAMPAGNE BOTTLED AND  
SHIPPERS.**  
Ship only the finest Quality  
Extra Dry (Green Seal)  
**LAUREN, WEGENER & CO.**  
Sole Agents.  
Hongkong, 17th May, 1899. [1521]

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
\$5.00 per Cask of 37½ lbs. net ex Factory.  
\$4.00 per Bag of 50 lbs. net ex Factory.  
**SHEWAN TOMES & CO.**  
General Managers.  
Hongkong, 2nd July, 1900. [1690a]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned—

**SUPERB OLD COGNAC,** C.P. & Co.'s INVALIDS' PORT  
\$22.50 PER DOZ. \$20 PER DOZ.  
Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassal.

**DOURO PORT,**  
\$14.25 PER DOZ.  
A fine, full, and fruity wine.

**AMOROSO SHERRY,**  
\$20 PER DOZ.  
**LA TORRE SHERRY,**  
\$16.75 PER DOZ.  
A natural and most pleasant wine to the taste.

**THE ELITE OF WHISKY—**  
THE "PALL MALL,"  
\$20 PER DOZ.  
11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**  
**BLEND WHISKY,**  
\$10.75 PER DOZ.  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.  
AGENTS—SIEMSEN & CO., HONGKONG. [41a]

**MANILA CIGARS.**  
ALWAYS ON HAND THE BEST MARKS  
FROM  
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES  
**J. M. DE ZUNIGA,**  
No. 9, QUEEN'S ROAD CENTRAL  
Entrance: ICE HOUSE STREET (New Victoria Hotel)

**SCHLITZ WORLD FAMED  
BEER**  
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.  
**TONIC AND REFRESHING.**  
SOLE AGENTS—  
**WATKINS, LIMITED,**  
CHEMISTS, AERATED WATER MANUFACTURERS, AND  
COMMISSION AGENTS,  
HONGKONG. [112a]

**BISMARCK & CO.,**  
27 & 28A, PRAYA CENTRAL.

**NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION AND COAL  
MERCHANTS, HONGKONG AND PORT ARTHUR. CONTRACTORS FOR THE GERMAN  
AND FRENCH NAVY IN HONGKONG. RUSSIAN NAVY, CHINESE EASTERN RAIL-  
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.** [121a]

**JUST LANDED.**  
Ex S.S. "OLDENBURG."  
**KUPPER'S PILSENER BEER.**  
THE MOST POPULAR OF LIGHT BEERS: THERE IS  
NEVER ANY SEDIMENT IN KUPPER BEER, IT IS ALWAYS  
BRIGHT AND SPARKLING.  
**CALDBECK, MACGREGOR & CO.,**  
SOLE AGENTS.  
15, Queen's Road,  
Hongkong, 13th October, 1900. [34a]

**COTTAM & CO.**  
NEW AUTUMN GOODS.  
AMERICAN BOOTS AND SHOES.  
WOOLLEN UNDERWEAR.  
HATS, SHIRTS AND EVENING GEAR.

**LANE, CRAWFORD & CO.**  
(TAILORING DEPARTMENT).  
**WINTER SEASON.**  
**LATEST LONDON FASHIONS.**  
**NEWEST & BEST MATERIALS.**  
DRESS SUITS from ... .. \$65.  
TWEED LOUNGE SUITS from ... .. 35.  
NOVELTY JACKET SUITS from ... .. 35.  
SCOTCH TWEED ULSTERS, for Travelling, from ... .. 50.  
**LANE, CRAWFORD & CO.**  
17A, QUEEN'S ROAD, HONGKONG. [390a]

**PHOTOGRAPHIC**  
PLATES, PAPERS AND CHEMICALS.  
EASTMANS KODAK'S FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
**A. CHEE & CO.,**  
17A, QUEEN'S ROAD, HONGKONG.

## PARIS EXHIBITION, 1900.

**THE GRAND PRIZE**  
(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

**JOHN DEWAR & SONS, LTD.**  
SOLE AGENTS—  
**H. PRICE & CO.,**  
12, QUEEN'S ROAD.

**THE ROYAL PIANOS.**  
TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE  
TO INTRODUCE  
**RACHALS' PIANOS, "THE EVERLASTING," SIX MORE UNPACKING.**  
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE  
FAMOUS MAKERS.  
AMERICAN, ENGLISH AND GERMAN.  
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH  
BY THE MAKERS AND OURSELVES.

**THE ROBINSON PIANO CO., LD.**  
**HONGKONG.**

**THE VICTORIA DISPENSARY,**  
HONGKONG.

**AERATED WATERS.**  
SIMPLE AERATED WATER. LEMONADE. SODA WATER.  
SARSAPARILLA. GINGER ALE.  
TONIC WATER. RASPBERRYADE.  
LEMON SQUASH.

**SPECIAL TERMS** to Hotels, Clubs, Messes and other large consumers. [33a]

**AUCTIONS**  
PUBLIC AUCTION.  
THE Undersigned has received instructions  
to Sell by Public Auction,  
on  
**THURSDAY,**  
the 18th October, 1900, at 2.45 P.M., at No. 6,  
Cameron Villas, the Peak  
(the Residence of Col. WHEELER),  
THE WHOLE OF HIS  
HOUSEHOLD FURNITURE,  
Comprising—  
DRAWING ROOM, DINING ROOM and  
BEDROOM FURNITURE, &c., &c.  
Full Particulars can be seen from Catalogue.  
On View from Wednesday, the 17th October.  
TERMS—As Customary.  
**GEO. P. LAMMERT,**  
Auctioneer.  
Hongkong, 13th October, 1900. [2648]

**NOTICE OF FIRM.**  
NOTICE.  
**M. R. LENZMANN** has This Day been  
AUTHORIZED to Sign our Firm by  
PROCURATION. **CARLOWITZ & CO.**  
Hongkong and Canton,  
3rd October, 1900. [2571]

**FOR SALE.**  
**NEW LEE ENFIELD 303 MATCH  
RIFLE COMPLETE.**  
**LEY'S SPORTING CARTRIDGES.**  
EVERY KIND OF SPORTING RE-  
QUISITE.  
**Wm. SCHMIDT & CO.,**  
Gunsmiths.  
Hongkong, 22nd September, 1900. [1213]

**CARTRIDGES.**  
**NOBEL'S SPORTING BALLISTITE.**  
Absolutely Smokeless and Water-resisting  
THE BEST NITRO-POWDER IN THE WORLD.  
PRICE OF 12-BORE CARTRIDGES—  
Loaded with With Powder  
Powder only. and 1 oz. of Shot.  
Primrose Cases ... \$5.65 \$7.40  
Pegamoid Cases ... 6.25 8.00  
Ejector Brass Cases 6.90 8.65  
5 per cent. discount on orders of 1,000 and over.  
Apply to **Wm. SCHMIDT & CO.,**  
Gunsmiths,  
Hongkong. [187]

**HOTELS**  
NOTICE.  
**TRAVELLERS** are invited to visit the  
**WINDSOR GARDEN AND RES-  
TAURANT** just established next to Happy  
Retreat, near the Race Course. It can be over-  
looked from the Bowen Road Bridge.  
Hongkong, 1st September, 1900. [2523]

**KOWLOON HOTEL.**  
THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deligh-  
ful Garden, it is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
**J. W. OSBORNE, J. H. DOWNS,**  
Proprietor. Manager.  
Hongkong, 8th September, 1900. [2378]

**RAFFLES HOTEL,**  
SINGAPORE.  
SITUATION UNSURPASSED.  
THE Finest Hotel in the East. Rooms en  
suite. Every Room with Private Bathroom  
attached. Cuisine under two French Chefs.  
CURRIES A SPECIALITY.  
Every Home Comfort.  
Electric Bells throughout the Hotel.  
Electric Lights.  
Electric Fans.  
Terms Moderate.  
**SARKIES BROTHERS,**  
Proprietors.  
Hongkong, 16th August, 1900. [2210]

**WANTED.**  
A SMALL HOUSE or BUNGALOW  
(UNFURNISHED) on lower level,  
OR  
A FLAT, consisting of Two or Three  
Rooms, with BATHROOM, &c.  
Offers to—  
Care of Office of this Paper.  
Hongkong, 5th October, 1900. [2582]

**NOTICE.**  
THE "BOA VISTA" HOTEL have been  
appointed AGENTS for the Hongkong  
Daily Press, Hongkong Weekly Press, and the  
Chronicle and Directory for China, Japan,  
&c., at Macao, and they are authorized to  
collect all accounts due to the Daily Press  
Office on and after this date.  
**A. CUNNINGHAM,**  
Manager.  
Hongkong, 4th October, 1900. [2573]

Arrivals, Departures and other Shipping  
Intelligence will be found on pages 5, 6 and 7

## INTIMATION.

GOLD MEDAL PARIS 1878 1889.  
of Highest Quality  
and having Greatest  
Durability are there-  
fore CHEAPEST.

**JOSEPH GILLOTT'S**  
The Only  
Award  
Chicago, 1893  
Numbers for USEFUL BANK  
Barrel Pens, 225, 230, 262  
Ship Pens, 332, 339, 287, 186,  
401, 7,000.  
In Fine, Medium, and Broad  
Points  
THE NEW TURNED-UP POINT, 1032,  
2831

**PENS.**

**HOTELS.**

**HONGKONG HOTEL**  
A First Class Hotel in every respect.  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from  
Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by  
Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor.  
CHARGES MODERATE. [44]

**THE  
PEAK HOTEL.**  
City Office: 7, Duddell Street. [1028]

**HOTEL CRAIGIEBURN.**  
**PLUNKET'S GAP, THE PEAK, near the  
Tram Terminus.**  
Tel. 56.  
For Terms, apply to the  
MANAGER.  
Hongkong, 2nd July, 1900. [1029]

**THE WAVELEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.  
A  
FIRST-CLASS PRIVATE HOTEL.  
Handsomely Furnished and Exceedingly  
Spacious Rooms.  
VERY MODERATE TERMS TO FAMIL-  
IES, by the DAY, WEEK, or MONTH.  
SINGLE ROOMS from \$4 a day, inclusive  
of BOARD and ATTENDANCE. [45]

**THE CONNAUGHT HOTEL.**  
A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Ma-  
nagement.  
Terms Moderate.  
**A. FONSECA,**  
Manager.  
Hongkong, 1st December, 1899. [46]

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
MACAO.  
THIS First class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
Telegraphic address "HINGKEE" [1919]

**VICTORIA HOTEL.**  
SHAMEN—CANTON.  
THIS FIRST CLASS HOTEL having  
been thoroughly renovated, and a new  
specially built 3 Storey wing added to it, now  
affords splendid Accommodation for 40 to 50  
Visitors.  
The Bed Rooms are airy and comfortably  
furnished, and the Dining and Sitting Rooms  
are spacious and replete with every convenience  
for Tourists.  
Excellent Cuisine and best Wines.  
The Hotel's Boat boards all Steamers on  
their arrival and departure.  
Telegraphic address "Victoria", Canton.  
A. B. C. and Al Codes used.  
**MADAR & FARMER, T. F. DA CRUZ,**  
Proprietors.  
Hongkong, 16th November, 1899. [44a]



## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.

AMERICAN MARBLE,  
ITALIAN MARBLE,  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED 1841.

## WINE AND SPIRIT MERCHANTS.

## TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vineyards, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

PORT &  
SHERRY

from the famous house of

GEO. G. SANDEMAN, SONS &amp; CO.

OF LONDON, Oporto &amp; Xeres,

the name of which firm is the

HALL-MARK and GUARANTEE of  
EXCELLENCE.

SOLE AGENTS—

A. S. WATSON &amp; CO., LIMITED,

HONGKONG DISPENSARY.

## BIRTHS.

At No. 11, Queen's Gardens, Hongkong, on the 17th October, the wife of H. JESSUP, of a daughter.  
On the 5th October, 1901, at Shanghai, the wife of RICHARD F. HAZELTON, of a son.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX STREET, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 16th, 1900

THE condition of affairs in the vicinity of this colony, on land and on sea, has during the current month shown a tendency toward disturbances which has caused a certain amount of alarm, needlessly heightened by such rumours as the soil of European settlements appears always so fruitful in. It is not, however, to be denied that there is a general sense of unrest, and the passion by which so many people are possessed of putting 2 and 2 together and making 5 has led to many isolated troubles being classed together as parts of a general upset of the peace of Southern China. Of the recent fighting to the north of the New Territory, where the "rebel" or brigands, whichever they should be called, were at one time comparatively close to the British border, it is difficult to say much, for the reason that trustworthy news is scanty and conflicting rumours are many. From Canton sources of information it appears probable that the men who have come into conflict with the Chinese regular troops profess to be followers of KWANG YU-WEI, our protégé at Singapore, and of SUN YAT-SUN, whose rescue from the agents of the Chinese Government created so great a sensation in London some time ago. But it cannot be said for certain whether they are genuine "Reformers" or men of the type of those who fell into CHANG CHIR-CHU's hands at Hankow and whose dealings with the *Kiao Hui* made them justly suspected, it would appear, of more questionable intentions than the reform of China. These particular law-breakers of Kwangtung, however, do not appear to be animated by anti-foreign feeling, as far as can be discovered, and there would in that case be no connection between them and the wreckers of chapels and per-

secutors of converts at Kunchuk and its neighbourhood. The despatch of British troops yesterday morning to the New Territory was a measure of precaution which should remove all cause for apprehension.

The sudden panic at Macao on Sunday night arose out of an affair which seems to have been purely local, and though naturally the townspeople were upset at the rapid turn-out of the entire military strength of the place, it appears from our correspondents' letters that the affair was rather trivial. In fact our regular correspondent queries whether it is possible that the alarm was intended to test the defence of the colony. We can hardly credit this; such a mischievous scheme could not enter the head of any sensible man. When the air is full of exaggerated stories as it is at present, even an accidental discharge of a gun will easily upset the general equanimity. A similar occurrence might well have taken place, say, at Shamcen when the panic was at its height. Fortunately nothing of the kind happened, for which we have every cause to be thankful. As was the case here at the Feast of Lanterns, adequate precautions, quietly taken, and avoidance of ridiculous alarm on the part of the residents are the best means of meeting mischievous rumours put into circulation by irresponsible persons, and of showing how little foundation there is for the imaginative tales which get into currency.

Consul General and Mrs. Villman were among the passengers yesterday by the s.s. *Longview* for Manila.

During the 48 hours ending at noon yesterday there were reported two fresh plague cases and two deaths. The total figures for last week were four cases and four deaths.

The return of visitors to the City Hall Library and Museum for last week shows that 446 non-Chinese and 137 Chinese visited the former, 208 non-Chinese and 2,151 Chinese the latter institution.

The smelting works of the Japanese Government Iron Foundry at Wakamatsu will commence work in December next, much later than was expected. The cause of the delay is due to the deficiency of transports to carry iron ore from China, and also to the delay caused by the non-arrival of some necessary machinery from England.

A man of the name of C. Worthington, who is employed in the Customs, made himself so obnoxious to the acting manager and the barman at Thomas's Grill Rooms on Saturday night that they were obliged to give him into the custody of an Indian constable. On the way to the station he assaulted the constable, and for this offence was fined \$10. The other charge was withdrawn.

At the offices of the Public Works Department yesterday afternoon Mr. G. J. W. King offered for competition Shaukiwan Island Lot No. 375. The upset was \$675. Mr. Chun King was the purchaser for \$980. The lot contains 2,550 square feet. Inland Lot Nos. 1,617, 1,618, 1,619, and 1,620, situated in Shaukiwan Road, were bought by the Hon. R. M. Gray for \$13,000, the upset being \$6,000.

On visiting the steam launch *Kwong Lung* as she was about to start for Han Hoi near Sunchun, yesterday morning, a Chinese constable found one of the passengers in possession of two revolvers and 50 rounds of ammunition, which were wrapped in jackets. He took the man into custody. The offender said that a man had asked him to take the things to the country and had given him ten cents for his trouble. He was fined \$50, or three months.

The Hongkong Hockey Club will play a match against The Navy at the Happy Valley this afternoon, commencing at 5 p.m. The following will be the Club team—Capt. Campbell, R.A. (goal), Capt. Loring, R.A., and Capt. Bewley, R.A.M.C. (backs), H. W. Slade, F. B. Deacon and E. Pinckney (half-backs), J. Hooper, A. C. J. Stevens, R.E. (right wing), Capt. Dykes, R.A. (centre), A. N. Other and C. P. Mallick, R.A. (left wing), (forwards).

The Shanghai cricket team, which is about to take part in the Kobe Cricket Week left Woosung by the French Mail steamer *Sydney* on the morning of the 15th inst. It was expected that the initial match of the cricket week would be played at Kobe on the 15th and 16th inst. between Kobe and Yokohama, to be followed on the 17th and 18th, by Shanghai against Yokohama, these two matches to be followed up by a third on the 19th and 20th between the Shanghai and Kobe teams. The only alteration in the team from the list which we gave on Friday is Mr. W. H. Jackson in place of Mr. A. E. Stewart, while the twelfth man is Mr. J. W. Stephenson Jellie.

The Government purpose erecting new police quarters at West Point. Temporary accommodation is to be provided for them in a mat-shed which is being put up on the Praya Reclamation. On Saturday midnight Inspector Baker and a Chinese detective visited the mat-shed and found some men sleeping there. Two escaped through the window and two were arrested. One of the latter had 12 cents in his pocket and the other nothing. They told the Inspector they had nowhere to go. When taken before Mr. Hazeland yesterday one of the defendants said he was looking for his father, who he was told had gone over to Yamati. They were both sent to prison for 14 days as rogues and vagabonds.

It is reported that Mr. E. H. Bell, the Superintendent of Police at Poonah, has received a legacy of \$25,000; and that Mrs. Bell will not be returning to the Straits with the Superintendent this year.

Another shipping disaster is reported from the Japanese coast. The steamer *Ketchu Maru*, belonging to the Yokohama Specie Company, was wrecked last Wednesday week at Shimamoto Yotsu (east of Fushiki).

The Rev. Father Villman, well known in French Indo-China by his remarkable irrigation works that have made the valley of Phanrang, was drowned there last month. He was carried away in a rapid while constructing a dam.

In order to prevent the spreading of the rinderpest to Tsingtao, where at present large quantities of cattle have been gathered from the hinterland, the German Government of Kiaochow has prohibited the import of oxen, sheep and goats at Tsingtao from Shanghai.

The steamer *Cape Clear*, which was advertised in these columns to be sold by public auction at Bangkok on the 29th ult., was broken down to Mr. William Downie for \$15,000. According to the latest accounts there is some difficulty about the delivery of the *Cape Clear*, as the vessel is claimed by Mr. Leonard.

The Tokyo correspondent of the *N.Y. Daily News* says:—According to telegrams to the Press here, it is rumoured in Vienna that the Mikado will visit Europe next spring. The rumour is said to have no foundation in fact, which is a pity, for the wonderful reign of the present Emperor of Japan could not be more fittingly crowned than by a personal visit to the men whom he will now acknowledge as fellow monarchs, but whom he would at one time scorn as barbarians unworthy to address the Son of Heaven.

It is reported from Shanghai that Chang Chitwang's crusade against Kang Yu-wei and the other leaders of the Reform movement, together with all members of secret societies continues with unabated vigour. Almost every day there are captures and executions somewhere within his jurisdiction. Last Wednesday's issue of the Shanghai native paper *Shen Pao* tells of three men who went laughing and singing to their death to prove how little they feared it. Their severed heads were exhibited as a warning to like offenders.

On the question of the 25 per cent. import duty on all foreign teas coming into the Island of Ceylon, the *Indian Pioneer* says:—Some time ago we suggested Indian teas being shipped to Colombo and there blended and sold, making that place the great Indo-Ceylon mart for all Indian and Ceylon teas. The suggestion, for obvious reasons, met with no favour, and our fellow-planters in the Island were dead against it, for it of course meant the abolition of the 25 cents import duty. We trust that they will now see that the retention of the tax is opposed to their best interests. A fixed and proper tea standard by Her Majesty's Customs would do away with all necessity for the duty, and its abolition would lead to a great expansion of business in Colombo, which would greatly benefit the Island in very many more ways than one.

Three Boer prisoners who endeavoured to escape from the Ceylon camp a few days ago were re-arrested by a platoon of the Kings Royal Rifles and taken by train to Colombo. The prisoners were healthy and strong looking, one of them, quite a youngster, being a tall and massively built fellow. They were quite resigned to their position, being utterly indifferent to the stares of those who surrounded the small party at the Maradana Junction Station. No time was lost after arrival for the prisoners were at once placed in a bullock cart and taken to the Welikada jail, where they were admitted as ordinary prisoners, with the exception that they will not be given work of any kind. The only instructions received by the jail authorities was a telegram to the effect that prison accommodation was to be provided for three Boers, and as to the terms of imprisonment nothing is as yet known. One of the men is said to be a son of General Koeh, he being committed to prison for attempting to escape. The prisoner Von Balow, who is alleged to have caused the death of a Boer prisoner recently, is to be tried by court martial shortly.

The mystery which is permitted to surround all the dealings in connection with the proposed Pacific Cable service seems to be deepening, notwithstanding all the attempts to unravel it. The last reports of the Board, which were to be kept a secret, has in part leaked out, says the *Melbourne Age*, and the most important point in the conclusion arrived at the effect that unless the "joint purse" system was adopted so as to include the Eastern Extension Company's business the cable would be a financial failure. This, taken in connection with the statement made in writing by Lord Selborne on the subject on behalf of Mr. Chamberlain, in July, 1899, is of importance. In clause 20 of the despatch referred to, indicating the intention of the British Government in connecting with the proposed Pacific cable, the following occurs:— "There is no intention of working the cable on 'other than commercial lines, and at remunerative rates.' To ensure the latter, it is now known the "joint purse" is a necessity, and hence, unless the Eastern Extension Company will join, the prospects of obtaining an early completion of the Pacific cable and a consequent reduction of rates can only be regarded as remote. As a fact it is well known that the Eastern Company has finally decided to have nothing to do with the "joint purse" proposal, though, doubtless, private negotiations are still being attempted to bring this about.

The proposal to modify the present monetary system of Siam by giving the final fixed value of 10, 44, similar to what has been done in India, has now been abandoned.

A London telegram of the 21st ult. states the White Star Line has placed orders at Belfast for the building of two steamers of 13,000 tons each for the Australian trade.

The largest schooner in the world has been launched at Camden, Maine, U. S., and will shortly be followed by a similar vessel from the yards of a Bath rival. She, it is claimed, is the first six-masted schooner ever built, and is the longest wooden sailing vessel in the world, and the largest vessel of the fore-and-aft rig in this or any other country on the stocks or afloat. The schooner was christened *George W. Wells*. Few ships, either metal or wood, are as large as most steamships. It is claimed that with coal freights at 2 dollars a ton, as they were last fall, this schooner would carry 10,000 tons, on a single trip from Newport News to Boston. In ten such trips her gross earnings would equal her cost, and with the freight market in fair condition she should pay herself while still a comparatively new vessel.

The *Sun* (Baltimore) speaks of Russia's recent action in a way which is quite uncommon among newspapers in the United States. "Russia stands on a different footing from the other powers," the *Sun* says, "she has what she wants, and they have yet to get what they want. It is logical for her to get everything as settled except the peace negotiations, because while the attention of the other powers has been assiduously directed to the relief of the legations, she has been mainly devoting her energies to the conquest and subjugation of Manchuria—a very large part of the empire of China. Of course, if she is willing to release her hold on Manchuria, it must be conceded that she is displaying an unselfishness extraordinary in any power, but especially in Russia. No one believes this, however. She has an army in that province variously estimated at from 100,000 to 250,000 men, and she is constantly adding to it. She has fought battle after battle with the Chinese, and is now said to be disengaging them in the most frightful fashion. She took advantage of the storm in China to do all of this, and no intelligent person will for a moment believe that she proposes to surrender her advantages."

Major-Gen. John Malone Sexton, late of the Indian Staff Corps, has died at Scarborough. Son of Mr. Cornelius Sexton, of Scariff, County Clare, he was born on August 4th, 1832, and, enlisting in the 95th Foot, served in the ranks with that regiment during the earlier portion of the Crimean campaign, taking part in the battles of the Alma and Inkerman, and obtaining promotion to an ensigncy from November 5th, 1854. He became lieutenant in March, 1855, and was adjutant of the regiment for six years from October following, throughout the remaining stages of the siege of Sebastopol, for which he had the medal with three clasps, the Turkish medal, and the Knighthood of the Legion of Honour, and throughout the Indian Mutiny campaign of 1858-9. In this campaign he greatly distinguished himself, taking part in the siege and capture of Kotah, when he accompanied the third assaulting column on March 30th of staff officer to Col. Raine, commanding; in the battle of Kota Ke Sorai, where he again acted as staff officer to Col. Raine, commanding the infantry, and obtained mention in despatches; in the general action resulting in the capture of Gwalior, where he was severely hurt by an explosion of powder while serving a gun captured from the enemy and turned on them, for which he was a second time mentioned in despatches; and at the siege and capture of Poonah and the surprise of the rebel camp at Koonjore. For this campaign he had the medal with clasp. Obtaining his company in September, 1861, he was serving on the staff from September, 1867, to October, 1871, as a deputy-assistant-quartermaster-general in Bombay, was transferred to the Bengal Staff Corps in October, 1870, and to the Bombay Staff Corps in August, 1871, having obtained a brevet majority in May, and from November, 1871, to November, 1877, was assistant-quartermaster-general in Bombay. The deceased became lieutenant-colonel in October, 1877, and colonel in October, 1881, and was placed on the unemployed supernumerary list in August, 1887, and promoted to be major-general in December, 1892.

## LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Sachsen* left Shanghai on Saturday, 13th inst., at 10 p.m., and may be expected here to-day.

The steamer *Austria* left Shanghai for this port on the 13th inst. via Amoy, and may be expected here on or about the 18th inst.

The H. A. L. steamer *Suevia*, from Hamburg, left Singapore for this port on the 13th inst., and may be expected here on or about the 19th inst.

The H. A. L. steamer *Norderney*, from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 20th inst.

The H. A. L. steamer *Avrergia*, from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 20th inst.

The C. N. steamer *Chongsha* arrived at Manila from Australia on the 14th inst. and is expected to leave Manila for Hongkong on the 16th inst.

The C. N. steamer *Kyong* will leave Cebu for Hongkong on the 16th inst.

The N. Y. K. steamer *Nippon* (Banyo Line) left Bombay via ports of call for this port on the 13th inst. and is expected to arrive here on the 31st inst.

The steamer *Arcturion*, from Calcutta, left Singapore for this port on Monday afternoon, the 15th inst.

## TELEGRAMS

## "DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 15th October, 9.40 p.m.

## NINE MORE MISSIONARIES ESCAPED.

Nine missing Scandinavian missionaries belonging to Ninghsia, Kansu, have passed Hsiaufu safely and are proceeding to Hankow.

## FRENCH TAKE PAOTINGFU.

The French, under Gen. Vayron, occupied Paotingfu on Saturday without fighting.

## YU HSIEN AN ACTUAL MURDERER.

An eyewitness of the massacre of missionaries at Taiyuanfu reports that Governor Yu Hsien personally killed five foreigners.

## PIRACY OFF GUTZLAF.

Pirates boarded a Chinese lorch on Friday off Gutzlaf and captured the captain and supercargo, holding them to ransom for six thousand dollars.

London, 15th October, 9.45 p.m.

## POWERS, REPRESENTATIVES CONSIDER THE GERMAN NOTE.

A Berlin despatch states that the representatives of the Powers at Peking have considered the German Note.

## PUNISHMENTS INCOMPLETE AND INADEQUATE.

They have declared that the Imperial Edict omits two of the chief culprits, Tung-fuhsang and Yu Hsien. The punishments, moreover, are inadequate.

## POWERS DELEGATES MUST SUPERVISE.

Delegates from the Legations, they continue, must carry out the penalties on the guilty persons.

## GENERAL NEWS.

London, 14th October, 9.45 p.m.

## KAISER'S MOTHER ILL.

The Empress Frederick is seriously ill.

## THE CRISIS IN CHINA.

## LOCAL MOVEMENTS.

The British transport *Asbury* returned from Shanghai yesterday.

The Japanese battleship *Asahi* left yesterday for Japan.

## THE TROUBLE IN KWANGTUNG.

The rebels in Kwangtung have advanced no nearer British territory, but in order to be prepared for eventualities a British force, some 500 strong under Major Kettlewell left for the border yesterday. It comprises 800 men of the 22nd Bombay Infantry, 60 members of the Asiatic artillery, R. E., details and hospital details.

## SHANGHAI MILITARY AND NAVAL NEWS.

The squadron of Jollybar Lancers under the command of H. H. Colonel Sir Percival Singh, K.C.B., left Shanghai for the north in the transport *Mohawk* on the morning of the 16th inst. General Cragg, V.C., and staff went on board to say good-bye to the Colonel and his men.

Lieut.-Col. O'Connor, M.D., I.M.S., who has been appointed Principal Medical Officer, 2nd Brigade, is expected shortly in Shanghai to take up his appointment.

The latest Shanghai papers report the health of the British troops there to be "excellent."

The detachment of the German First East Asiatic Regiment now in Shanghai will leave for the north shortly, but delayed by a detachment of the same corps from Germany. They leave probably on the 18th inst.

The British warships at Shanghai and Woosung at the end of last week were *H.M.S. Hart, Heraldo, Lynceus, Pique, Undaunted, Waterwitch, and Woodcock*. The *Orlando* left for Taku on the 10th, and the *Redpole* and *Snipe* departed on the 11th.

## GERMAN ACCOUNT OF SHANHAIKWAN.

The *Ostasiatische Lloyd* gives the following account of the capture of Shanhaikwan.

The Shanhaikwan forts have been occupied by the allied forces without a shot being fired. Vice-Admiral Bendemann, who was ordered to attack the forts with ships of the different nationalities, sent the British gunboat *Pipon* on ahead from Taku to Shanhaikwan to demand the surrender. When the *Pipon* arrived at Shanhaikwan, the Chinese commander surrendered the fort to the Allied Powers without attempting any resistance. It is said that he had received instructions from Li Hong-chang to do so. The commander of the *Pipon* immediately hoisted the British flag, giving notice to the chief of the squadron of what had happened. Thereupon, most of all nationalities left Taku to take part in the formal occupation of Shanhaikwan. This Russian troops, who in the meantime had started to reach the fort by land, did not reach them before they were surrounded by the Allied fleet.

## HONGKONG LEGISLATIVE COUNCIL.

Yesterday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present—

HIS EXCELLENCY THE GOVERNOR (Sir HENRY BLAKE, G.C.M.G.).

HIS EXCELLENCY MAJOR-GENERAL GASCORNE, C.M.G. (Commanding the troops).

Hon. J. H. STEWART LOCKHART, C.M.G. (Colonial Secretary).

Hon. Y. MINGH GOODMAN, Q.C. (Attorney-General).

Hon. A. M. THOMSON (Colonial Treasurer).

Hon. E. D. O'BRIEN (Director of Public Works).

Hon. BASIL TAYLOR (Acting Harbour Master).

Hon. C. P. CHATER, C.M.G.

Hon. Dr. Ho Kai.

Hon. JOHN THURSDEN.

Hon. R. M. GRAY.

Hon. J. J. KENNEDY.

Hon. W. A. YEE.

Mr. R. F. JOHNSON (Acting Clerk of Council).

## APPOINTMENT OF COMMITTEES.

HIS EXCELLENCY THE GOVERNOR announced that he had appointed the following committees—

**Laws Committee.**—The Attorney-General, the Hon. J. H. Stewart Lockhart, C.M.G., the Hon. W. A. Yee, and the Hon. R. M. Gray.

**Public Works Committee.**—The Director of Public Works, the Colonial Treasurer, the Hon. C. P. Chater, the Hon. Dr. Ho Kai, and the Hon. J. Thurmden.

**Finance Committee.**—All the members of the Legislative Council, with the Colonial Secretary as Chairman.

## FINANCIAL.

The COLONIAL SECRETARY laid on the table Financial Minutes No. 54 and 55 and moved that they be referred to the Finance Committee.

The ATTORNEY-GENERAL seconded and the motion was carried.

The COLONIAL SECRETARY laid on the table the report of the Finance Committee and moved its adoption.

The ATTORNEY-GENERAL seconded and the motion was carried.

## THE RESUMPTION OF CROWN LANDS.

On the motion of the ATTORNEY-GENERAL, seconded by the DIRECTOR OF PUBLIC WORKS, Deeds by-laws made by the Sanitary Board under section 13 of Ordinance No. 24 of 1887 were approved.

## THE ESTIMATES.

The COLONIAL SECRETARY proposed the second reading of the Bill entitled an Ordinance to apply a sum not exceeding \$3,350,134.29 to the Public Service of the year 1901. He said:—

"If the second reading of this Bill is carried, I intend to move that the Bill be referred to the usual way to the Finance Committee for consideration."

The ATTORNEY-GENERAL seconded and the motion was carried.

The COLONIAL SECRETARY—This Bill having passed the second reading, I beg to move that it be referred to the Finance Committee.

The ATTORNEY-GENERAL seconded and the motion was carried.

## THE POST OFFICE.

The ATTORNEY-GENERAL proposed the second reading of the Bill entitled an Ordinance to consolidate and amend the laws relating to the Post Office. He said:—

"Honourable members will look at this Bill. It will see that it repeals the Ordinance. The law remains with the exception of one point which I will mention directly, precisely the same as before, only instead of having five Ordinances we shall have one single Bill relating to the Post Office in one single Ordinance. The exception occurs in section 2 of the Bill, which is now in subsection 2 of section 6, three lines from the end, and shall be conveyed in the colony otherwise than by the post. I should like to point out that the remainder of the section—on shall be delivered in or transmitted from the colony otherwise than by or through the General Post Office, is no new law at all. It is the law which has been in force at the present time. Practically speaking, it will make substantially no alteration in the law, because no one will wish to convey a letter if he cannot deliver it, and he cannot deliver it at the present time. There seems to be an impression that people will be prevented from sending letters to be delivered from houses to houses or from a house to an office. I need hardly say that nothing is further from my intention. Anything more ridiculous than that could scarcely be imagined. That will not be the case. Practically speaking, it will make no alteration in the law, because no one will wish to convey a letter if he cannot deliver it, and he cannot deliver it at the present time. There seems to be an impression that people will be prevented from sending letters to be delivered from houses to houses or from a house to an office. I need hardly say that nothing is further from my intention. Anything more ridiculous than that could scarcely be imagined. That will not be the case. Practically speaking, it will make no alteration in the law, because no one will wish to convey a letter if he cannot deliver it, and he cannot deliver it at the present time. 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There seems to be an impression that people will be prevented from sending letters to be delivered from houses to houses or from a house to an office. I need hardly say that nothing is further from my intention. Anything more ridiculous than that could scarcely be imagined. That will not be the case. Practically speaking, it will make no alteration in the law, because



emphasized by the fact that only in our morning local newspaper of today would two more instances of steam launches being pirated, one the *Kong Hoi*, which was pirated on the 10th instant, the other the *Nasa Chan*, which was pirated on the 11th inst. last Saturday. But the necessity of such legislation was demonstrated some months ago in two other cases. In the first of these the master said he considered it the duty of the police to search passengers for arms before starting. It was not his business. When the police had searched the passengers he calmly stopped a quarter of a mile after starting to pick up other passengers, four or six, from a sampan. These passengers, who were pirates with concealed arms, pirated the launch and robbed all the *bona fide* passengers. In the second case the launch running, I think, to Yamnui was boarded by passengers and taken to Canton River, where three or four junks were pirated by this steam launch. I cannot but think that some of the crew connived at this. The people at the Yamnui end ought to have immediately notified the police of the non-arrival of the launch, or ferry launch as she might be called. This was not done, but when the police heard of the crime they watched and boarded the launch when she returned to Hongkong. On board were found cases of opium water or opium valueless which seemed to have been given to the crew as cashew by the pirates. The crew were charged with receiving stolen property, but as, upon the evidence, it was clear that the property, no doubt part of the proceeds of the piracy, had been stolen outside the jurisdiction of this Colony the Magistrate had no power to convict as the law then stood. That law is being altered by another Ordinance which is now for second reading to-day. But the present Ordinance is brought forward as an honest attempt to awaken owners, masters and crew to a sense of their responsibility for the safety of their *bona fide* passengers.

The COLONIAL SECRETARY seconded, and the motion was carried.

The Bill was considered by the Council in Committee. No alterations were made, and on the Council resuming the Bill was read a third time and passed.

**THE POSSESSION OF STOLEN PROPERTY.**

The ATTORNEY-GENERAL proposed the second reading of the Bill entitled An Ordinance to amend the Law with respect to the jurisdiction exercised in cases relating to the Receipt or Possession of Stolen Property. He said—This law is simply a transcript of the English law on the subject. A Bill was passed in August, 1899, in England, dealing with this matter, and this is a transcript. It is a useful law for England I think honorable members will admit that it will be a useful one for this colony.

The COLONIAL SECRETARY seconded, and the motion was carried.

The Bill was considered by the Council in Committee. No alterations were made, and on the Council resuming the Bill was read a third time and passed.

**THE NEW TERRITORIES.**

The ATTORNEY-GENERAL proposed the second reading of the Bill entitled An Ordinance to extend the operation of such of the Laws of this Colony as are not at present in force in the New Territories to a certain portion of such New Territories. He said—This Bill is intended to extend the laws at present in force in Hongkong and Kowloon to what may be conveniently called the New Territories. If honorable members had before them a map of the New Territories they would find that portion which lies in a southerly direction from the Kowloon mountain range has not been made into a district. The New Territory itself has been divided into districts. Committees and so on have been appointed, but a portion of land south of the Kowloon range has not been divided, and at present it is a sort of no man's land. It forms a part of the New Territory, it is true, but it is not included in one of the districts, and there is no reason whatever why the country north of the present British Kowloon and south of the Kowloon range should not all be made into one territory for the purposes of legislation. Taking this into account, the law and no sanitary laws found very useful, and enforced. "The objects and reasons" attached to the foot of the Bill explain the Bill as shortly as I can do so. They say—

That portion of the New Territories, between Ladoikok and Lyesmoon Pass, which drains in a southerly direction from the Kowloon Mountain Range, is so closely connected with what used to be known as British Kowloon, that it is desirable that the laws in force in the latter should apply equally to the former district. It may at first sight appear that it will be difficult to enforce compliance with all the requirements of some of the Ordinances which were declared by Ordinance No. 10 of 1899 not to apply to the New Territories. All that is really required, however, is consideration and tact in the administration of such laws; and the alternative would appear to be either to leave the district in question with no Sanitary, Building, or Licensing laws, or else to pass new Ordinances applying only to that district. The latter course would, to make one set of laws applicable to the colony generally, a second set to part of the New Territories, and a third set applicable to the rest of such New Territories. It is difficult to see why laws applicable to the southern half of a village like San Shui Po for instance, should not be equally applicable to application to its northern half. Section 4 is intended to meet cases, such as sections 13, 54, 55, and 57 of Ordinance No. 24 of 1887, where such expressions as "the villages and rural districts of Hongkong and Kowloon" are used.

The COLONIAL SECRETARY seconded, and the motion was carried.

The Bill was considered by the Council in Committee. Several alterations were made, and consequently the Bill was not moved on the Council resuming.

**THE RAW OPPIUM ORDINANCE.**

The ATTORNEY-GENERAL proposed the second reading of the Bill entitled An Ordinance to further amend the Law relating to Opium, 1887. He said—This is a short Ordinance, and if I refer you to the "objects and reasons" at the foot of the Bill you will find there all the explanation necessary. They are as follow:—"The amendments of the Law relating to opium effected by this Ordinance are made with the view of assisting the Chinese Government in the collection of revenue from the import of raw opium and of rendering smuggling more difficult. The second section requires the Superintendent of Imports and Exports to furnish the master of every vessel carrying opium for export with a memorandum containing certain particulars as to such opium, and it requires him to forward a duplicate of such memorandum for the information of the proper Commissioner of Chinese Imperial Maritime Customs. It also forbids the departure of any vessel carrying opium, without such memorandum, subject to the provisions of section twelve of the principal Ordinance. The third section provides that, in cases within that section twelve, that is where steamers are allowed to depart before application for a permit can be made, the Superintendent should telegraph to the Commissioner of Customs the requisite particulars, sending the memorandum as soon as practicable. The fourth section pro-

vides a penalty for any infringement of the second section. This system should keep the Customs Commissioners well informed of all opium exported from this colony to China." We do not wish this colony to have the reputation of being a colony where smuggling opium is fostered. It is our bounden duty to do what we can to act in a straightforward manner to prevent smuggling. This Bill is the outcome of a great deal of thought and correspondence, and it does not seem to me to impose any hardship upon anybody. It meets with the approval of the Commissioner of Customs, and I hope that it will meet with the approval of the Council.

The COLONIAL SECRETARY seconded, and the motion was carried.

**THE PENSION FUND ORDINANCE.**

The ATTORNEY-GENERAL moved the second reading of the Bill entitled An Ordinance to amend the Willows and Orphans Pension Fund Ordinance, 1900. The "objects and reasons" say—Sections 2 and 3 of this Ordinance effect two amendments in the principal Ordinance which are deemed desirable by the Secretary of State, and this opportunity has been taken to correct a slight error in a reference in the schedule."

The COLONIAL SECRETARY seconded, and the motion was carried.

The Bill was considered by the Council in Committee. No alterations were made, and on the Council resuming the Bill was read a third time and passed.

**ADJOURNMENT.**

The Council then adjourned until Monday week.

**MEETING OF THE FINANCE COMMITTEE.**

**CONSIDERATION OF THE ESTIMATES.**

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. The Chairman said—Before we proceed to consider the Appropriation Bill there are two minutes which I wish to bring before the committee. The first is one in which His Excellency the Governor recommends the Council to vote a sum of \$94,044 to cover the cost of establishing telephone communication with the Police Station at Santa. This Police Station is in the New Territory, and I am sure all members of this Council will recognise the importance of having all the Police Stations in telephonic communication with the Central Station. I am sure the vote is one which will commend itself to your favourable consideration.

The vote was passed.

The Chairman—The next minute is one in which His Excellency the Governor recommends the Council to vote a sum of Three hundred and Eighty-one Dollars and Seventy-five Cents (\$381.75) to defray the cost of various articles required for the Government steam lighthouse tender *Stanley*. Honorable members will remember that the *Stanley* is a new boat which has just been completed for light house work and work in connection with the New Territory. This vote is one which the expense of erecting and various other articles required to complete the outfit.

The vote was agreed to.

The Chairman—We now come to the consideration of the Appropriation Bill, and in accordance with the precedent of former years I will take each item as it appears in the Bill, and if any honorable member has any suggestion or question in regard to any of the items I shall be glad if he will mention it.

The Clerk of Councils then proceeded to read the different items. On his reading, the item "Public Works Department, \$125,500." The Chairman said—At the last meeting of the Council the senior unofficial member raised the question as to whether the staff of the department would be adequate to discharge all the different works contained in the estimates for 1901. On that occasion I promised that the matter should be enquired into, and that at the next meeting of the Council information would be given on the point. Would the Director of Public Works kindly give the information required?

The Director of Public Works—I consider that the present staff when strengthened by a civil engineer whom we are expecting shortly from Hong Kong will be sufficient to carry out the different works mentioned in the "Public Works Extraordinary," provided three persons now on leave—Mr. Chatham, Mr. Crook, and Mr. Drury—are here, and of course we count upon having their services. In regard to the Estimates I may say that the Public Works Extraordinary seem formidable in comparison with those of former years, being nearly double, but on looking into them it will be seen that the larger portion of the expenditure is on buildings. In regard to the new Law Courts, plans and all details in connection with them are being prepared by architects in England, and the work has been started, the contract has been let, and all that remains for the Public Works Department to do is to see that the work is carried out in accordance with the specifications. We have got an official specially sent out for that purpose. In regard to the Governor's Peak residence, another large item, the plans and details were prepared by a firm of local architects. The same official who looks after the Law Courts can also look after the Governor's Peak residence. The Volunteer Headquarters can also be taken on by the same officer. This is not too much to expect from a qualified architect. With regard to the Harbour Master's Office and the Western Market, for those who have another new officer who is a qualified architect and quite capable of completing the plans and carrying out these works. Generally speaking the department is well provided as regards staff, but there is one exception, and that is in regard to the Water Works. The new officer will be quite sufficient to attend to Tytam, but in the management of the water-works we are short. We require another overseer. We have lost a man who had been ten years in charge of the works. He went to Shanghai for more pay. Then the departure of Mr. Crook was a very serious matter. I do not in any way wish to reflect on his successor, Mr. Hollingsworth, but the breaking down of the pumping engines and the trouble we had with Kowloon have led me to the conclusion that we require an extra overseer and an extra clerk.

The Chairman—With regard to the proposed increase in the staff it is of course too late to insert it in the estimates, but if the unofficial members recommend it the suggestion can be forwarded to the Secretary of State, who I have no doubt would sanction it.

The unofficial members signified their approval of this course.

The Chairman—With regard to the engines at the Kowloon Water Works, I see that the question was raised at the last meeting of the Council. Perhaps it will be well to let the Council know what steps have been taken in that direction.

The Director of Public Works—Our trouble at Kowloon Waterworks commenced in June of this year—one of the worst Junes on record in Hongkong. There were two accidents occurred during that month. The

earth embankments gave way. The result was that an enormous quantity of sand got into the engines and seriously damaged the valves, piston rods, and other parts. The water was abundant but the engines were out of order. We have done the best we could during the year. The only complaint within the last few weeks has been made by some gentleman who said that he had too much water—that his pipes were bursting and his house was flooded. However I thought it would be well to get the best opinion we could in the colony as to the Kowloon water supply, and I obtained the services of a thoroughly qualified man to make a report on the subject. His report has not gone forward, but I may say that he was examined the engines, but he is of opinion that if the machinery is thoroughly repaired and a new boiler provided we should be all right for another four years.

The Chairman—Is there any other question in connection with this matter which honorable members would like to ask?

The Hon. C. P. CHATMAN—I believe the Hon. Director of Public Works said that the plans for the Court House were being prepared at home. Do I understand that they are not yet finished?

The Director of Public Works—They are in the colony.

The ATTORNEY-GENERAL—The foundations are being put in.

The Hon. R. M. GRAY—I find that an item of \$5,000 for a new lighthouse on Green Island for D'Aguilar light is omitted from the estimates. The question of the improvement of the present lights at the entrance to the harbour was submitted to the Chamber of Commerce by the Government, and after it had been discussed with the shipping people the proposal was cordially approved, and the vote was recommended by the Public Works Committee. I submit that this needed improvement should not be delayed for another year. It is a reproach to this Port, which boasts of having the largest shipping returns in the world, that its entrances should be marked one side by a 3rd or 4th order light, on the other 6th order light, both low down and not too distinct from shipping lights. The proposal to utilize the old D'Aguilar light of first order by placing it on the summit of Green Island is the first step towards much needed improvement, and as such strongly recommended that the vote for \$5,000 for this purpose be placed in the estimates, and the work commenced without delay.

The Chairman—This matter has not escaped the attention of the Government. As the honorable member has pointed out, the matter was referred to the Chamber of Commerce, who made certain recommendations. Among the recommendations was one that the lights instead of being fixed lights should be revolving or flashing lights, and the question has been referred home for the opinion of Messrs. Chalmers, whose reply we have not yet received. I have no doubt that when the reply is received the matter will be again brought up, and no doubt His Excellency will bring forward a vote before the Council. As to the estimate mentioned by the honorable gentleman, it has been discovered that the cost will be double that amount, and it was thought advisable not to do anything before knowing definitely what the cost would be. But I can assure the honorable member that the question has not been shelved, and that there is no desire on the part of the Government to shelve it.

The Hon. C. P. CHATMAN emphasized the importance of the matter being left night off, and the Chairman again reassured members on the point.

On the item "School and House at Un Long, \$1,500" being read out.

The Hon. Dr. Ho Kai observed—I think there were two schools recommended, one at Un Long and the other at Yamnui. Considering that Yamnui has grown so much of late I think a school there is much more necessary than one at Un Long. I would like to know why a school at the latter place has been sanctioned while there is no mention of one at Yamnui.

The Chairman expressed his inability to answer this question, but expressed his willingness to have a recommendation from the unofficial members as to a school at Yamnui recorded if they wished it. The unofficial members signified assent to this was done.

This concluded the discussion on the estimates.

The Chairman—That is all the business. I think we can congratulate ourselves on the expeditious and satisfactory manner in which we have got through the estimates.

**HONGKONG VOLUNTEER CORPS.**

**"A" MACHINE GUN COMPANY.**

The seventh shoot of the present series took place at Kowloon on the 14th inst.

Sergeant-Major Lammett won the No. 1 cup for the third time and Gunner Cox won the No. 2 cup for the second time.

The following were the best scores—

	200 500 600 Hap. Total
Sgt. Mjr. Lammett	22 29 28 89
Gunner P. A. Cox	26 33 23 82
Gunner R. C. Edwards	21 19 18 58
Gunner J. G. Smith	23 21 16 60
Corporal W. King	25 16 22 63
Gunner Hursthouse	25 18 16 59

**HONGKONG RIFLE ASSOCIATION.**

There was again a large attendance at the range on Saturday afternoon, 21 members taking part in the Spoon Competition; and some good scores were made in spite of the falling light at the 600 yards range. Scores—

	200 500 600 Hap. Total
Mr. Porand	31 32 27 90
C. S. Mjr. Wallace	33 33 33 99
Mr. W. Stewart	33 31 33 97
Inspt. McLennan	32 33 31 96
Mr. Marshall	32 33 30 95
Capt. Carlyn, A.O.D.	31 35 29 95
Mr. Baldwin	31 33 30 94
Mr. G. P. Lammett	31 33 30 94
Mr. J. Pidgeon	31 31 30 92
Mr. D. Stead	32 32 25 89
Mr. Stackwood	31 28 26 85

\* Winners of spoons.

**H.M.S. "TERRIBLE" RUNS AGROUND.**

The Weihaiwei correspondent of the N.C. Daily News records that the dredger *St. Enoch*, now at Weihaiwei, was requisitioned to help the *Terrible* out of difficulty the other night. The great cruiser had been "standing by" in readiness to proceed to Taku for several days, and on Monday afternoon (1st October) the expected orders arrived, steam was got up immediately, and in order to save time an attempt was made to draw out into the channel.

A meeting of the *Terrible*, however, necessitated a too narrow margin, and the current carried the *Terrible's* starboard bow on to the ground in the extreme western end of the island. She was got off unharmed the next morning by the help of the *St. Enoch*, the crew going over the side to lighten the ship. Manned orders to proceed to sea were countermanded. Had not this accident occurred, it would have been an interesting spectacle, Weihaiwei under the sole protection of two French men-of-war.

## MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 14th October.

**DISTURBANCE AT THE PORTA DE CERCO.**

Yesterday at noon some trouble took place between the guards at the Porta de Cerco, and the Chinese in the villages near the Guard House. There is a certain class of Chinese here who think that they can successfully battle against the guards, and with any body of armed men. The Porta de Cerco is guarded by marines, and yesterday these were stoned by a number of agriculturalists, but not for long, as others coming up by way of reinforcements a number of the offenders were arrested and lodged in jail. The guards were subsequently doubled, and remained so throughout the whole of yesterday.

## A SUDDEN ALARM.

To-day, being Sunday, the place seemed pretty quiet, but at eight o'clock in the evening an alarm was sounded at the Porta de Cerco, and was answered by a round fired from the gunboat *Zaire*, and followed by another four rounds from the Monte Fort. Then the whole city was put into preparation for an attack. The newly arrived troops were seen on the spot, and here I must say these men are well disciplined, and march forward with considerable dash, well-trained and with soldierly bearing. The various streets in the city were well watched and guarded, and pickets lined the main thoroughfares. At the principal street corners pickets of eight or ten men from the old police force were stationed. But fortunately the alarm proved abortive, and explanations followed. It appears that, before the troops arrived, the marines fired a few rounds at a gang of Chinese coming from the Porta de Cerco, and that had caused the alarm and subsequent excitement. The civilians, who had formed a force of their own, were ready to march on with the artillery when ordered, but their services were not required.

## AN ENQUIRY NECESSARY.

The Government will certainly make enquiries as to whether the alarm was justified, or not. If there is any foundation it will be "O.K." if not, then the authors will be called upon to answer for what they have done. If it was required to know how easily the troops could turn out, the telephone could be used, and not loaded rifles to scare the people into an unnecessary state of frenzy. As soon as the first round was fired by the *Zaire* the shops were closed instantly, and business was suspended for the time. It was quite unnecessary, for our Chinese population are very good and quiet people.

[FROM ANOTHER CORRESPONDENT.]

Macao, 15th October.

## A PROMPT DEFENCE.

At about 9 p.m. last evening four guns were fired from the Monte Fort as a signal for armed defence, and at once all soldiers in the place hurriedly took up their quarters at the proper places previously assigned to them. Men and guns were landed from the gunboat, which had been moored up the harbour during the afternoon in anticipation of danger at the Barrier. The cause of all the trouble appears to be on account of some natives from the market gardens round about the Barrier gate having been arrested during Saturday afternoon for disobedience of orders and so a mob of the same kind of people gathered near the gate and commenced throwing stones at the guards. The alarm was good, in that it shows how well the authorities have made their arrangements and how what excellent promptness the armed forces can turn out and take up their quarters.

Capt. J. Morrison, of the *Lung Shan*, at once ordered steam and then donning his best uniform proceeded straight to the British Vice-Consulate and offered to guard with his life the fair archives of the consulate. Capt. W. E. Clark, of the *Heung Shen*, said he had such perfect confidence in the firm fighting force now stationed on Macao that he went to bed and slept the peaceful sleep of the just.

H. E. the Governor, as Commander-in-Chief, was soon out to the scene of the trouble, and after making arrangements satisfied himself the means of defence were as he wished.

## WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST OCTOBER.

LEVEL.	1899.	1900.
above overflow, below overflow.		
Tydam .....	2 ft. 6 in. 1 ft. 0 in.	
Pokfulam .....	0 ft. 6 in. 0 ft. 4 in.	
Wongnaicheong ..	0 ft. 2 in. 2 ft. 6 in.	
STORAGE GALLONS.	1899.	1900.
Tydam .....	447,000,000	333,770,000
Pokfulam .....	67,080,000	65,280,000
Wongnaicheong ..	30,000,000	5,849,000
Total .....	544,080,000	404,899,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF SEPTEMBER.

	1899.	1900.
Consumption .....	114,346,000	122,417,000 gallons
Estimated population .....	202,500	208,000
Consumption per head per day .....	18.8	19.6 gallons

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF SEPTEMBER.

	1899.	1900.
Consumption .....	9,135,000	8,540,000 gallons
Estimated population .....	27,300	28,500
Consumption per head per day .....	11.1	10 gallons

The Government Analyst reports that the water is of excellent quality.

R. D. ORMSBY, Water Authority.

## LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

## THE WAR IN SOUTH AFRICA.

London, 20th September.

Mr. Michael Davitt contradicts the report that he has been disaffected with regard to the Boers. The disaffection was attributed to him by Nonconformist ministers, who met him on his homeward journey from South Africa.

Sydney, 21st September.

Kruger has accepted the offer of the Netherlands Government to give him a passage in one of their warships to Europe. It is considered very doubtful whether England will permit Kruger to escape so easily without his in the first place giving an undertaking to absolutely abstain from any further interference in South African affairs.

The Portuguese authorities at Delagoa Bay are taking steps to prevent the Boer refugees there from returning to the Transvaal.

The British troops have discovered one hundred tons of food and a quarter million cartridges cunningly hidden away in a Lydenburg mine.

Details of the recent fighting shows that great heroism was displayed by the Australians and Canadians engaged in defending the British positions at Elmdon River and Helbron.

24th September.

Methuen has dispersed numbers of Boers and captured many sheep, cattle, wagons, ammunition, and prisoners north of the Harte River. Hildyard has succeeded in occupying Vryheid, after the troops under Gough and Bethune had defeated Botha's commandos.

The Portuguese are beginning to find the refugees from the Transvaal a source of great trouble.

Great Britain does not intend to oppose the departure of Kruger for Europe in a Netherlands warship.

25th September.

The British troops are now occupying Komati Poort, which was prepared by the Boers to withstand a long siege. Immense quantities of stores, etc., have thus fallen into British hands.

Large numbers of the enemy have now entered Portuguese territory. About twelve hundred refugees have arrived at Delagoa Bay.

26th September.

About three thousand Boers and foreign mercenaries have entered Delagoa, and surrounded themselves and arms to the Portuguese officials.

Generals Viljoen and Botha and Messrs. Steyn and Reitz have signified their intention of harassing the British lines of communication near the Selati River.

Commandant Erasmus' commando has been repulsed at Elmdon River Station, losing large numbers of cattle and sheep.

Lord Roberts is promising not to deport the armed burghers who surrender within a given time.

27th September.

Dewet is now giving further trouble, he having succeeded in forming a junction with Viljoen's forces north of the Selati railway. An attempt to destroy the bridge at Roovald Spruit has been frustrated, and a wagon-load of dynamite captured. Burton has secured more cattle and railway wagons near Kragoedisp.

Speaking in Parliament, the Cape Premier has described Kruger as a thief who has stolen the Transvaal gold, and that Portugal should compel him to disgorge.

Nine hundred horses and mules were drowned in the steamer *Sufolk*, which was wrecked near Port Elizabeth. All hands were saved.

## GENERAL NEWS.

FRENCH IN CENTRAL AFRICA.

London, 20th September.

Severe fighting has taken place between French troops and native tribes in the cases of the Sahara desert, recently annexed by France. Two French officers and 15 men have been killed, and 50 men have been wounded.

## FRENCH ANNEXATION OF A PACIFIC ISLE.

Wellington, 21st September.

News received from Tahiti states that last month the French warship *Late* annexed Rurutu, one of the Austral Group, south of Tahiti. The natives had petitioned for annexation to facilitate trade with the French Islands.

## WRECK OF A BARQUE.

Auckland, 21st September.

The Union steamer *Ocean*, which arrived from the Islands to-day, brought the crew of the Danish barque *Norby*, which was wrecked on a reef at Raikoke on August 21. The vessel left Auckland on July 9 to load copra for Europe in the Society Group. On getting through the passage at Raikoke a strong wind drove her on to the reef, so badly damaging her that the captain decided to abandon the vessel. The wreck was subsequently sold for 402 francs and the cargo for 960 francs.

The cargo consisted of 10 tons of copra and a few cases of paraphernalia. While the cargo was being taken on the vessel suddenly sank, and two natives were drowned.

## BARATONGA DESIRES TO BECOME BRITISH.

News from Baratonga states that at a meeting of all the natives and chiefs, held early this month, it was decided to ask Great Britain to annex the Islands.

## AUSTRALIAN ITEMS.

Sydney, 24th September.

Leach, the surveyor who accompanied the New Australian prospecting expedition which has been exploring country to the north of the Macdonnell Ranges, has returned to Adelaide. He gives a vivid account of the terrible effects of the drought in much of the country traversed, and states that "the blacks, although not so numerous as formerly, are more troublesome. He is enthusiastic as to the capabilities of the Territory for horse-breeding."

The flagship *Royal Arthur*, with Admiral Pearson on board, is staying at Adelaide.

All the colonies are now considering special preparations for receiving the Duke and Duchess of York upon their arrival at Sydney.

The New South Wales Government has increased the reward for the capture of the Governor, brothers to a thousand pounds for each. A great many more police and civilians have joined in the hunt for the murderers.

## THE ELECTIONS.

London, 21st September.

Mr. A. J. Balfour, First Lord of the Treasury, in his address to his constituents of East Manchester, claims that the Ministry has applied to the nation a sober course of social reform, a firm Government, and an Imperial policy. A Radical Administration, he states, if it came into power, would



## INTIMATIONS.

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REFEREES.
- 4.—FOUR THREE-QUARTERS V. THREE.
- 5.—GREAT PLAYERS OF THE PAST.

6.—GREAT PLAYERS OF THE PRESENT.  
7.—THE NORTHERN UNION'S EFFECT ON  
THE GAME.  
8.—IS RUGBY FOOTBALL DETERIORATING?  
Hongkong, 10th October, 1900. [262]

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DR. NOBLE,  
DENTAL SURGEON.

**H**AS returned to the Colony and RE-  
SUMED PRACTICE.

Hongkong, 19th September, 1900. [245]

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## SPORT AND ANECDOTE.

## BY AN OLD FOGEY.

## THE LAST OF CRICKET.

The closing stages of the first-class cricket season could hardly have produced a more interesting game than that which was left unfinished at Hastings on Saturday evening. It furnished two remarkable records and afforded a striking illustration of the ease with which runs have been made throughout the summer. Not often after the month of September has made its appearance a ground in such run-getting condition as was the case at Hastings, where almost the last match yielded well over a thousand runs for 30 wickets. That attractive batsman J. T. Tyldesley had a particularly good time of it, joining the very select number who have more than once made a century twice in one fixture. His first record of this sort was put up against Warwickshire at Birmingham in 1897, and I believe he is the only Lancastrian who has managed it in English cricket. And then again the Hastings Festival will be remembered as the scene of Gilbert Jessop accomplishing a dual performance that has fallen to the lot of very few cricketers. When he bowled A. C. MacLaren it was his 100th wicket, and later on he completed his 2,000 runs. This was first accomplished by W. G. Grace in 1876; it was also done by C. L. T. Towns-land last year, and now the feat has been repeated by Jessop—all three being Gloucestershire players. No other Englishman holds a similar record. Statistics play a very prominent part in cricket now-a-days, and perhaps too much importance is attributed to them; but the performance shared in by the Gloucester amateurs only is quite out of the common.

## SOME FOOTBALL SURPRISES.

Only two Saturdays of the League season have gone by as yet, but we have not had long to wait for indications as to the strength of the various teams. Early as it is, 14 of the 18 members of the First Division are bemoaning the loss of points, and some of them have not even so much as found the net. I do not mean that all the 14 have been beaten. They have either been defeated or thrown points away by participating in draws when they ought to have won. Perhaps the most serious deterioration is that of Sheffield United. Twelve months ago they were giving indications that they would be a hard side to master, and as a matter of fact they were not vanquished until after the new year came in. Now, they share with Preston North End and the Bolton Wanderers the indignity of having gone down each time they have turned out. Moreover, again like the Wanderers, and also like Blackburn Rovers and Newcastle United, they have not yet opened their scoring account. All this points to a very serious falling off. On the other hand, Burny and Aston Villa are going great guns, whilst Everton, Liverpool, and Derby County appear to have strengthened their teams materially. Burny have picked up four points where they lost four last year by conquering Sheffield United and Manchester City, whilst in the matter of goal average they have made immense strides. The League champions have gone off with a rattling, having gathered in all the points and lost no goals in three engagements. Their visit to the new home of the West Bromwich Albion attracted a terrific crowd, and the game was of the usual fierce description when these two old rivals are in the field. Whilst the present champions are keeping up their reputation it is peculiarly so the first champions doing so poorly. All the length of the table separates the two famous clubs.

## A GOLF CHAMPIONSHIP.

The absence of John Ball, junr., who went to the front with the Imperial Yeomanry, opened out the path for the golf cracks, some of whom have fallen into the way of honours that might have gone to the famous Hoylake player if he had been a competitor. A very old rival of his, Harold Hilton, of the Royal Liverpool, has just equalled his record by winning the amateur and the Irish championships in one year. Mr. Hilton spent a week on the links of the County Down Club, at Newcastle, carrying off the Irish championship in easy fashion. For an opponent he had Mr. Sydney Fry, of Mid-Surrey, who is well-known as the amateur billiard champion. He has proved himself a very capable golfer, but only 27 holes were needed to give the Liverpool crack the victory, by eleven up and nine to play. Mr. Hilton, by the way, was the winner in 1897, when he beat Mr. L. S. Anderson by five and four at Dollymount.

## SWIMMING THE CHANNEL.

Since the late Captain Matthew Webb astonished the world by swimming across the English Channel in August 1875, in just under twenty-two hours, it has stood as an unapproachable record. Only a month before this Webb swam from Blackwall to Gravesend Pier, in 4 hrs. 52 mins. 44 secs. In his Channel trip he plunged from the Admiralty Pier at Dover, and touched the sands at Calais in 21 hrs. 45 mins., this still standing to-day as the greatest swimming feat the world has ever known. The failures of others to accomplish it only impresses one with its magnitude. It has for years been the ambition of every long-distance swimmer, but none has yet been able to rival Webb's performance. As one writer has neatly put it, "The Channel knows no hero but Matthew Webb." Just think of spending nearly twenty-two hours in a nasty choppy sea, with every nerve in your body strained to the utmost. At the date of its accomplishment the achievement was spoken of as a marvel, and as already hinted, time has only served to make it seem more marvellous still. The day may come when another swimmer will compass the distance, but it is not likely to be just yet. Sovereign athletes are reported to have crossed the Channel, but none of these claims have been accepted. For instance Cavill is said to have swum from Dover to Calais in twelve hours in August 1877, but the statement has always

lacked verification. Johnson, who was known in history as the "hero of London Bridge," essayed the task in 1872, but cold compelled him to stop after doing seven miles in about 65 minutes. Johnson won his title of "hero" by diving from the parapet of London Bridge presumably to save the life of a drowning man, but it was whispered that the whole thing was pre-arranged and that the "drowning" man was the swimmer's own father! He was for some years champion of the world. Frank Holmes, the Birmingham amateur, made a plucky attempt to cross from Dover Bay as recently as the 24th July last, but he was obliged to climb into the boat of his attendants after being in the water for close upon five hours and travelling fourteen miles. Is it an open secret that Montagu Holbein, the well-known cyclist, has designs on Webb's record, and may go for it next summer. He is thoroughly at home in the water, being able to stay in for hours at a stretch, and as he has a splendid constitution he is as likely as anybody to get across the Channel. Captain Webb, it will be remembered, threw his life away in trying to swim through the Niagara rapids on the 24th July, 1883. It was no better than suicide, and everybody lamented the sad end of the bravest of England's sons.

## WOMEN SWIMMERS.

I read in an article the other day that "men and women are not very well made for swimming. They are not so badly off as the camel, which cannot swim at all, being top heavy." The writer can hardly be complimented on the comparison he draws, and I should like to have his proof that a camel cannot swim. Of women swimmers we have an abundance, and very graceful some of them are in the water. It was a treat to see the late Professor Beckwith and his family in the large tank at the Westminster Aquarium, and many clever female swimmers are to be seen any summer at the various seaside resorts. Some of these have proved their ability to undertake arduous feats in the water. When only fourteen years of age Agnes Beckwith swam from London Bridge to Greenwich, covering the five miles in an hour and eight minutes. This was soon eclipsed. Emily Parker going from London Bridge to Blackwall, a distance of seven miles, in an hour and 35 minutes. Stopping under water seems an easy matter for some of these ladies. Less than two years ago Elise Wallenda established the under-water record of 4 min. 45 sec. at the London Alhambra, thus beating Annie Johnson's record of 3 min. 18 sec. made at the North Pier Pavilion, Blackpool, nearly ten years ago. As to men and women not being very well made for swimming, the children of the South Sea Islanders take to the water almost before they can walk, and their diving feats are nothing short of miraculous. They are perfectly at home on the tossing billows, and apparently know no fear under conditions that strike terror into the heart of many an observer.

## THE "WOMAN FISH."

When it became known a few days ago that the Austrian lady swimmer Fraulein Walburga von Iaccescu—some of the papers describe her as "Countess"—had an ambition to cross the Channel, there was as much curiosity on this side of the water as to success of her trial as there was on the Continent itself. She has won much fame and earned the title of the "Woman Fish." She is an amateur, uses both the side and breast stroke, having a partiality for the side stroke. Her friends say she is a strong but very light swimmer, and after spending two hours in the water she feels no fatigue. Her greatest performances were made in the river Danube—one from Stein to Vienna, forty-seven miles, which occupied 18 hours, and another from Vienna to Presbourg and back, some 36 miles, which took her 15 hours. Having managed such great distances, she is easy to understand that she had faith to believe in her ability to rival Capt. Webb's world-wide accomplishment. Prior to starting from a bathing box outside Calais, Madame Iaccescu was rubbed with porpoise oil, and she wore a tight-fitting costume, leaving the arms and legs free. She began her task at 7.30 in the morning, accompanied by attendants in a steam tug, and although the conditions were favourable this did not last for long. The wind increased, and Madame's eyes presently became very painful owing to the action of the salt water. Hour after hour passed by, until at half-past four, when a heavy mist had settled over the Channel, her pilot prevailed on her to abandon the attempt. She left the water at six o'clock, having swum with great pluck for something like 20 miles. She was naturally disappointed, but the effects of her marvellous performance soon wore off. Wind, tide, and the broken water were all against her, and seeing that she was in the water for ten hours her powers of endurance must be phenomenal. Next season, she declares, she will swim from Calais to Dover in the 24 hours, taking brief intervals of rest, and if she does make the start she is hardly likely to fail, after her recent experience, which proves her to be the greatest lady swimmer the art has yet known.

## DOCTORS' RECREATION.

With so many forms of recreation that one can turn to now-a-days it is interesting to know the opinions of some of the leading medical men. Gen. Baden-Powell's favourite pastime, as we are all aware, is pig-sticking, but as we cannot all become pig-stickers we shall have to content

## OURSELVES WITH SOMETHING LESS EXCITING AND CERTAINLY LESS RISKY.

We have not all the pluck and daring of the hero of Mafeking. Under the heading "Doctors' Diversions" in the current Strand Magazine, we are told how some of the great "medicals" spend their time out of doors. Sir Wm. MacCormac, who went out to South Africa to assist in patching up poor Tommy, has a leaning for golf, "because it gives sufficient and agreeable exercise and is a complete mental distraction." On the other hand Sir Joseph Ewart, M.D., of Brighton, favours walking, and argues that if he played golf he would have to give up the best part of a day to the sport without getting more physical benefit from it than from his morning walk. Haymaking and harvesting are hobbies with Sir Joseph. Sir Michael Foster, M.P., has not played cricket since he was 17, and has a partiality for gardening. Since he gave up Alpine climbing, which he followed for 23 years, Professor Clifford Allbutt has contented himself with cycling, but it comes a long way behind the pleasures of mountaineering. He believes it is "physical danger in their sport which develops the courage of men." Sir Charles Cameron, M.P., who is 64 years of age, is an ardent cyclist. Shooting holds first place in the affections of Dr. Robert Farquharson, the member for West Aberdeenshire. He has a good word for golf, which he only recently took up. As he was for some years the medical officer at Rugby School, it is interesting to learn that football as played at Rugby is less "ferocious" than it looks. Sir Peter Eade, who is now 75, says that when he retires from the medical profession in a year or two he will probably take up cycling! In the meantime his only recreation, like that of Sir Michael Foster, is gardening. Mr. R. Bradenell Carter, the eminent ophthalmic surgeon, expresses the opinion that young men get no physical good "from tearing along a road, half doubled up, until they become hot and exhausted," and most people will agree with him.

## PITY THE POLO PONY.

Polo-playing is a sport that few of us can indulge in. A season will swallow up a small fortune, some of the best known polo ponies costing as much as £500, and it is a common thing for one rider to mount three or four in the course of a trying match. Ponies that are thoroughly trained are just about as keen as the players themselves. They will follow the course of the ball with wonderful keenness, and seem to be up to every trick. Unfortunately polo players do not always have that consideration for their mounts that one would like to see. Look on at a close game for a time, and you will see that all the animals engaged do not enjoy it. Some of them will be ridden with a fierceness and a cruelty that will draw out your pity, whilst you feel tempted to speak your mind freely to the competitors. There was a case in one of the police courts down South the other day that proved the heartlessness of a polo player. The rules of the Hurlingham Club, the acknowledged authority, declared that neither blunders nor spurs are to be used, but in the case referred to a competitor had spurred his mount so cruelly that it had wounds two or three inches long, these having been inflicted by sharp rowels of the military kind. Six of the players had spurs, and only two were without. The defendant, a gentleman farmer, was fined £5, and the full costs, and every lover of animals will say that he got no more than he deserved.

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BREMEN, VIA PORTS OF CALL.	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
MARSEILLES & LONDON	SACHSEN	Ger. str.	—	E. Gesselmann	MELCHERS & CO.	To-morrow, at Noon.
MARSEILLES, &c., VIA PORTS OF CALL.	CANDIA	Brit. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
MARSEILLES & LONDON DIRECT	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 18th inst., at Daylight.
HAVRE & HAMBURG	LAOS	Fren. str.	—	Flandin	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
HAVRE & HAMBURG	MALTA	Brit. str.	—	P. J. Cole	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
HAVRE & HAMBURG	SANUKI MARU	Jap. str.	—	W. Townsend	CARLOWITZ & CO.	On 2nd Nov., at Daylight.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 2nd Nov.
HAVRE & HAMBURG	SABINA	Ger. str.	—	Schaeffe	CARLOWITZ & CO.	On or about 18th Nov.
HAVRE & HAMBURG	SERENA	Ger. str.	—	Forck	CARLOWITZ & CO.	On or about 2nd Dec.
TRIESTE, &c., VIA PORTS OF CALL.	AMBRIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On 18th inst.
NEW YORK VIA SUEZ CANAL	MARQUIS BACQUEHEM	Brit. str.	—	A. Bialler	SANDER, WIELER & CO.	On or about 27th inst.
VANCOUVER, VIA SHANGHAI, &c.	ASTORIA	Brit. str.	—	Hildebrandt	CARLOWITZ & CO.	On 15th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	ANAPA	Brit. str.	—	E. Archibald, R.N.R.	SHEWAN, TOMES & CO.	On 24th inst.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	J. Pantow	DODWELL & CO. LIMITED	On 27th inst., at 4 P.M.
PORTLAND, OREGON VIA JAPAN	IDZUMI MARU	Jap. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 20th inst.
SAN FRANCISCO VIA NAGASAKI, &c.	MONMOUTHSHIRE	Brit. str.	—	T. M. Stevens & Co.	P. & O. S. N. Co.	On 23rd inst.
SAN FRANCISCO VIA SHANGHAI, &c.	DOLIC	Brit. str.	—	McArthur	NIPPON YUSEN KAISHA	On 26th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	A. E. Moses	PACIFIC MAIL S. S. CO.	On 28th inst., at Noon.
AUSTRALIAN PORTS	CITY OF RIO DE JANEIRO	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 29th inst.
AUSTRALIAN PORTS	CARLEIGH CITY	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 29th inst., at Daylight.
AUSTRALIAN PORTS	GUTHRIE	Jap. str.	—	Moore	NIPPON YUSEN KAISHA	On 29th inst., at 4 P.M.
AUSTRALIAN PORTS	KANAKA MARU	Jap. str.	—	Moore	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
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KOBE & YOKOHAMA	INADA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 29th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KANAKA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
YOKOHAMA & KOBE	SILEPSA	Brit. str.	—	P. Cruglietto	SANDER, WIELER & CO.	On 19th inst., at Noon.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 4th Nov., at Daylight.
SHANGHAI	LYSEMOON	Ger. str.	—	G. H. Hoyer	SIEBSEN & CO.	To-morrow, at 4 P.M.
SHANGHAI & JAPAN	CANTON	Brit. str.	—	C. P. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 25th inst.
SHANGHAI	COCORANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	BAYERN	Brit. str.	—	H. Blocker	GIBB, LIVINGSTON & CO.	To-day, at 3 P.M.
SHANGHAI	EASTERN	Brit. str.	—	Ellis	DOUGLAS LAURA & CO.	To-day, at Noon.
SWATOW	THALES	Jap. str.	—	Robson	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	On 21st inst., at Daylight.
SWATOW, AMOY & TAIWANFOO	TAMBU MARU	Jap. str.	—	K. Hasegawa	MITSUI BUSSAN KAISHA	On 24th inst.
POOICOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	K. Shizaki	SHEWAN, TOMES & CO.	To-day, at 5 P.M.
MANILA VIA AMOY	ESMERALDA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
AMOY & MANILA	SUNGIANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
MANILA	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 23rd Nov., at Noon.
MANILA, CEBU & ILOILO	KATONG	Brit. str.	—	Pennelther	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	SUNING	Brit. str.	—	Todd	JARDINE, MATHESON & CO.	To-day, at Noon.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	Quail	BUTTERFIELD & SWIRE	On 25th inst.

## SHIPPING.

**ARRIVALS.**  
Oct. 15, KWANGLEE, British str., 1,677 R. Lincol. Shanghai 12th Oct. General—CHITSE.  
Oct. 15, THALES, British str., 320, Robson, Swatow 14th October, General—DOUGLAS LAURA & CO.  
Oct. 15, EASTERN, British str., 3,500, Winthrop Ellis, Sydney and Manila 22nd Sept. General—J. B. LIVINGSTON & CO.  
Oct. 15, CHOWFA, German str., 1,955, Williamson, Bangkok 8th Oct., Timber and Rice—MELCHERS & CO.  
Oct. 15, KUBASA, British str., 1,610, R. U. D. Bradley, Java 5th Oct., Sugar—JARDINE, MATHESON & CO.  
Oct. 15, ESERALDA, British str., 900, G. T. Blackland, Manila 12th Oct., General—SHEWAN, TOMES & CO.  
Oct. 15, IDZUMI MARU, Jap. str., 2,367, M. J. Currow, Seattle via Victoria 14th Sept. and Moji 10th Oct., General—NIPPON YUSEN KAISHA.  
Oct. 15, JEANARA, British str., 2,179, Stubbs, Barry 22nd August, Coal—DODWELL AND CO. LIMITED.  
Oct. 15, ASHURF, British transport, 2,202, A. Newby, Shanghai 12th October.  
Oct. 15, SUNGIANG, British str., 1,021, S. W. Moore, Manila 12th Oct., General—BUTTERFIELD & SWIRE.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
15TH OCTOBER.  
Athletic, German str., for Yokohama.  
Hermes, Norwegian str., for Hongkong.  
Wong, British str., for Taiwanfoe.  
Loongsoo, British str., for Manila.  
Kweiyang, British str., for Amoy.  
Kwanglee, British str., for Canton.

## DEPARTURES.

Oct. 15, ASAKI, Japanese battleship, for Japan.  
Oct. 15, KWEIYANG, British str., for Amoy.  
Oct. 15, LOONGSANG, British str., for Manila.  
Oct. 15, KWANGLEE, British str., for Canton.

## VESSELS IN DOCK.

**AMERICAN DOCKS.**  
KOWLOON DOCK—U.S.S. Monterey, Canton, Canton River, Adamastor, Erie J. Ray, Gwalior, Fuchun.  
**LOMBARD DOCK.**—Stanfield, Auping Maru.

## SHIPPING REPORTS.

The British transport Ashur, from Shanghai 12th inst., had strong N.E. wind with high sea.  
The British steamer Sanghvi, from Manila 12th inst., had strong monsoon and very high sea.  
The British steamer Esmeralda, from Manila 12th inst., had very strong monsoon wind with heavy beam sea and swell throughout the passage, with clear weather.  
The British steamer Thales, from Swatow 14th inst., had strong E.N.E. winds and fine weather.  
Vessels in Swatow—German man-of-war Dora, one Chinese man-of-war, steamers Pakhoi and Siam.  
The British steamer Esmeralda, from Sydney 22nd Sept. and Manila 12th Oct., had fine weather with light variable winds from Sydney to Manila and strong N.E. monsoon with very high sea and overcast, cloudy weather from Manila to port. On Sunday, Oct. 14th, passed a steam launch (yellow funnel, red band) in lat. 20.00 N., long. 116 E., steering S.E., and apparently all well.

## VESSELS ON THE BERTH

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, RIOME AND TRIESTE.  
(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).  
THE Company's Steamship

"MARQUIS BACQUEHEM."  
Captain A. Bialler, will be despatched as above on THURSDAY, the 16th inst., P.M., instead of as previously advertised.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & CO., Agents.  
Hongkong, 12th October, 1900. [2384]

## VESSELS ON THE BERTH

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship

"SUISANG."  
Captain Tadd, will be despatched as above TO-DAY, the 16th inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., General Managers.  
Hongkong, 10th October, 1900. [2612]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"PATROCLOS."  
Captain Dickens, will be despatched as above TO-DAY, the 16th October.  
For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 7th September, 1900. [2174]

## FOR WUCHOW VIA KAMCHUK, SAM-SUI, SIWING AND TAKHING.

THE Company's Steamship

"KWAILUM."  
Captain D. Bowie, will be despatched for the above ports TO-DAY (TUESDAY), the 16th October, at 5 P.M.  
For Freight or Passage, apply to  
KAI HING & CO., 46, Praya West.  
Hongkong, 15th October, 1900. [2651]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.  
THE Company's Steamship

"ESMERALDA."  
Captain Geo. J. Blackland, will be despatched as above TO-DAY, the 16th inst., at 5 P.M.  
This steamer has superior accommodation for Passengers and is fitted with the Electric Light.  
A doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 16th October, 1900. [2633]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.  
THE Company's Steamship

"ANPING MARU."  
Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 17th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 3rd October, 1900. [1443]

## FOR SHANGHAI.

THE Steamship

"LYSEMOON."  
Captain G. Hoyer, will be despatched for the above port TO-MORROW, the 17th inst., at 4 P.M.  
This Steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
SIEMSEN & CO.  
Hongkong, 12th October, 1900. [2638]

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship

"BAYERN."  
OF THE NORDDEUTSCHER LLOYD.  
Captain H. Blocker, due here with the outward German Mail about the 17th inst., will leave for the above places about 24 hours after arrival.  
For Further Particulars, apply to  
NORDDEUTSCHER LLOYD, Agents.  
Hongkong, 15th October, 1900. [8]

## HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TESESE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TESESE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.  
STEAMERS. DESTINATIONS. SAILING DATES.

ASTORIA { NEW YORK VIA SUEZ CANAL { On 19th { Freight.  
Capt. Hildebrandt { October.

BAMBERG { HAVRE & HAMBURG { On 23rd { Freight.  
Capt. Jacobs { (London with transshipment in Hamburg) { October.

\* SARNIA { HAVRE & HAMBURG { About 2nd { Freight and  
Capt. Schleifke { (London with transshipment in Hamburg) { November. } Passage.

SUEVIA { HAVRE & HAMBURG { About 18th { Freight.  
Capt. Forck { (London with transshipment in Hamburg) { November. }

AMBRIA { HAVRE & HAMBURG { About 2nd { Freight.  
Capt. A. Wagner { (London with transshipment in Hamburg) { December. }

\* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.  
For further particulars as to Freight, Passage, etc., apply to  
CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 11th October, 1900. [13]

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.  
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

## SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).  
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900  
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 21st Nov., 1900  
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R., WEDNESDAY, 19th Dec., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent, Pedlar Street.

Hongkong, 29th September, 1900. [9]

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

## FOR MARSEILLES AND CANADA.

STEAMERS. TO SAIL ON. REMARKS.  
FOR MARSEILLES AND CANADA { About 13th { Freight only.  
LONDON { A. W. Symes, R.N.R. { Oct.

SHANGHAI { COROMANDEL { About 25th { Freight or Passage.  
{ F. W. Vibert, R.N.R. { Oct.

SHANGHAI and JA- { CANTON { About 26th { Freight or Passage.  
PAN { C.F. Lockstone, R.N.R. { Oct.

MARSEILLES and MALTA { Noon, 27th { See Special Advertisement.  
LONDON DIRECT { F. J. Cole { Oct.

BOMBAY { About 1st { Freight or Passage.  
G.M. Montford, R.N.R. { Nov.

For Further Particulars, apply to  
A. M. MARSHALL, Acting Superintendent.

Hongkong, 3rd October, 1900. [1]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KASUGA MARU { NAGASAKI, KOBE and YOKO- { Thursday, 19th Oct., at  
E. W. Haswell { HANKU. { Noon.

TAMBA MARU { MARSEILLES, LONDON, and { Friday, 19th Oct., at  
J. W. Wale { ANTWERP, VIA SINGAPORE, { Daylight.  
SAID { PENANG, COLOMBO & PORT

INADA MARU { KOBE and YOKOHAMA { Friday, 26th Oct., at  
W. Bainbridge { DAYLIGHT.

YAWATA MARU { SYDNEY and MELBOURNE, via { Friday, 26th Oct., at  
A. E. Moses { MANILA, THURSDAY ISLAND, { 4 P.M.  
TOWNSVILLE and BRISBANE

IZUMI MARU { VICTORIA, B.C., and SEATTLE, { Saturday, 27th Oct., at  
M. J. Currow { U.S.A. VIA SHANGHAI, MOJI, { 4 P.M.  
KOBE and YOKOHAMA

SANUKI MARU { MARSEILLES, LONDON, and { Friday, 2nd Nov., at  
W. Townsend { ANTWERP, VIA SINGAPORE, { Daylight.  
SAID { PENANG, COLOMBO & PORT

HIROSHIMA MARU { MOJI, KOBE and YOKOHAMA { Sunday, 4th Nov., at  
S. Yoshizawa { DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager.  
Hongkong, 11th October, 1900. [12]

## NORTHERN PACIFIC

## STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing

\* VICTORIA... 3,502 J. Pantow... October 16  
BRAEMAR... 3,601 W. Watt... November 10  
DUKE OF FIFE... 3,821 J. S. Cox... November 24  
OLYMPIA... 2,837 J. Truebridge... November 30

\* Calling at Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £22.

Excellent accommodation. First class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 10th October, 1900. [10]

## IMPERIAL GERMAN MAIL

LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.



## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND MANILA.

THE Company's Steamship  
"SUNGKIANG,"  
Captain Moore, will be despatched as above on THURSDAY, the 18th inst., at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 15th October, 1900. [2651]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship  
"SUNGKIANG,"  
Captain Moore, will be despatched as above on THURSDAY, the 18th inst., at 4 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 15th October, 1900. [2596]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship.

"SILEBIA."

Captain P. Graciotto, will leave for the above places on FRIDAY, the 19th inst., at Noon.  
For Freight or Passage, apply to  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 15th October, 1900. [2595]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAKODATE-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship.

"ASTORIA."

Capt. Hildebrandt, will be despatched for the above port on FRIDAY, the 19th inst.  
For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 15th October, 1900. [2317]

FOR PORTLAND, OREGON VIA JAPAN.

(Booking Cargo for San Francisco and OVERLAND PORTS).

THE A.J. Steamship.

"MONMOUTHSHIRE"

will be despatched on or about the 20th inst.  
For Freight and Passage, apply to  
T. M. STEVENS & CO.,  
Agents.  
Hongkong, 3rd October, 1900. [2570]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship.

"TAMSUI MARU."

Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 21st inst., at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 15th October, 1900. [15]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DUBOULT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO OF BRAZIL AND DRIVER PLATE.

FRAY, the 23rd October, 1900.

Also, the Company's Steamship, Captain G. Flandin, will leave this port for MARSEILLES via ports of call WITHOUT TRANSHIPMENT.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 21st October. (Parcels are not to be sent on board, they must be left at the Agency's Office). Contents and Value of Packages are required.  
For further Particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 9th October, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"CHANGSHA."

Captain Moore, will be despatched as above on MONDAY, the 23rd November, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [2587]

HEWAN, TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"ANAPA."

will be despatched for the above port on or about the 27th October, 1900.  
For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 16th October, 1900. [2497]

## VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Donghai (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.  
Corpio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.  
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.

THE Company's Steamship "DORIC"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd October, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan for one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 25th September, 1900. [14]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMABANG AND SOURABAYA.

THE Company's Steamship.

"SHANTUNG."

Captain Gnaill, will be despatched as above on TUESDAY, the 23rd inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 13th October, 1900. [2547]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship.

"CHANGSHA."

Captain Moore, will be despatched as above on TUESDAY, the 23rd October.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [2585]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship.

"GUTHRIE."

Captain McArthur, will be despatched for the above ports on FRIDAY, the 26th inst., at DAYLIGHT.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 5th October, 1900. [2593]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"CHANGSHA."

Captain Moore, will be despatched as above on MONDAY, the 12th November, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [2586]

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship.

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 11th October, 1900. [2524]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.  
America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, at Noon.  
Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, at Noon.

THE Company's Steamship "NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th October, 1900. [5]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

Proposed Sailings from HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "CARLISLE CITY" 3,002 Tons On 20th Nov.

THE Steamship "CARLISLE CITY"

will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJIL, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 20th November.  
Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.  
Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.  
For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [14]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA SWAMP NAVIGATOR CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL &amp; CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship.

"MALTA."

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for Mauritius and London direct on SATURDAY, the 27th October, at Noon, taking passengers and cargo for the above ports.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 16th October, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Nov. 8, at Noon.  
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 1, at Noon.  
City of London (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 8th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [3]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"CHUSAN."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.  
This vessel brings on Cargo—  
From London, &c., ex.s.s. Oceania & Peninsular.  
From Australia, &c., ex.s.s. Victoria.  
From Persian Gulf, ex.s.s. Java, Nacari and Panga.  
Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.  
Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 12th October, 1900. [1]

## NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ATHESIA."

Captain Brunst, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before the 12th instant.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.  
No Fire Insurance has been effected.  
SIEMSEN & CO.,  
Agents.  
Hongkong, 12th October, 1900. [2645]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TANTALUS"

are hereby notified that the Cargo is being discharged into Craft, under landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.  
Optional cargo will be landed unless notice has been given prior to steamer's arrival.  
Goods undelivered after the 20th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 23rd instant.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 12th October, 1900. [2646]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"MARQUIS BACQUEHEM"

having arrived, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.  
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 21st October, or they will not be recognised.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st October will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 14th October, 1900. [2394]

THE CHINA AND JAPAN TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS—

EXCHANGE LINES,

\$80 Per Annum.

PRIVATE LINES,

\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK.

Including—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &amp;c., &amp;c.

PRICE LISTS

ON

APPLICATION.

ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN

ORDER.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

For full particulars, &amp;c., &amp;c.,

Apply to

W. STUART HARRISON,

Manager.

Note Address—13, PRATA CENTRAL.

Hongkong, 18th January, 1898. [2580]

SIEN TING

SURGEON DENTIST

No. 10, DAQUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [2482]



## JOINT STOCK SHARES.

**MAILS WILL CLOSE.**

**TO-DAY.**  
of the Perseverance Lodge, 9 p.m.  
of the Eothen Mark Lodge, 9 p.m.

**COMMERCIAL.**

**MONDAY, 15th October.**

OPIUM.		
Quotations are:— Allow ½ cwt. net. to 1 catty.		
Malwa New .....	\$810	to \$820 per picul.
Malwa Old .....	\$840	to \$850 "
Malwa Older .....	\$880	to \$890 "
P. P per-wrapped.	\$350	to — "
Persian fine quality	\$870	to — "
Persian extra fine .....	—	to — "
Patna New .....	—	to \$967½ per chest.
Patna Old .....	—	"
Bennares New .....	—	\$355 "
Bennares Old .....	—	" "

### VESSELS EXPECTED.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of India* left Vancouver on Monday, the 8th inst., for Hongkong via the usual ports of call.

—MERCHANT STEAMERS.

The N. Y. K. steamer *Tamba Mara* (European line) left Kobe via Moji for this port on the 11th inst., and is expected to arrive here on the 17th inst.

The steamer *Astoria* left Shanghai for this port on the 13th inst., via Amoy, and may be expected here on or about the 13th inst.

STOCKS.	No. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	31/- div. at 1/1/1890— \$15.09 per share for last half year 1900	314 p. c. pr.—\$317 1/2 London 337. 21. 25. Ga.
Bank of China & Japan, Ltd.	199,875 A 1,250	48 41	41	None	\$21, sellers \$25, sellers \$20.
Do. Deferred	1,250	41	41	None	
National Bank of China, Ltd. Do. Founders' Shares	10,970 A 20,955 B 750 funds.	410 410 41	410 410 41	2/8 for 1899 2 3/4 net, 1/7 1/2 = \$1.30 for '99	
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$50	30/- p. c. = \$18 for 1898	\$245, ex div.
China Traders Ins. Co., Ltd.	24,000	\$43.33	\$25	10p. ct. for y. end. 30/- 4/10	\$53, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$25	5 p. ct. final—10p. ct. in all for 1898	71a. 104.
Yangtze Ins. Assocn., Ltd.	8,000	\$100	\$60	83—10 p. ct. for 1897	\$120, sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$50	\$11 for 1898	\$123, ex div.
Straits Insurance Co., Ltd.	30,000	\$100	\$20	5 per cent. for 1895	\$1.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1898	\$205, buyers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$3 for 1898	\$78, buyers
SHIPPING.					
Hongkong, Canton and Nasoo S. B. Co., Ltd.	80,000	\$15	\$15	{ \$1.20 for half year ended 30/6/1900... }	\$32, buyers
Indo-China S. N. Co., Ltd.	60,000	\$10	\$10	{ 2 1/2 p. ct. bonus for '99 20 per cent. for 1899 }	\$90. \$63, sellers \$23.
China & Manilla S. S. Co., Ltd.	6,000 14,000	\$50 \$50	\$20 \$20	{ 12 per cent. for year ending 30/6/18 }	\$41, buyers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	{ Int. of 3 per cent. on a/c. of 1900... }	\$101, ex div., buyers
China Mutual S. N. Co., Limited, Preference	20,000	\$10	\$10	{ Int. of 5 per cent. on a/c. of 1900... }	\$104, ex div., buyers
Do. Ordinary	20,000	\$10	\$5	{ 5 p. ct. half year end. 31/7-95 (coupon 9) 1st ling. 51 cts., 10th div. on 7/7-00 }	\$45, ex div., buyers
Do. do.	20,000	\$10	\$5	{ 5 p. ct. half year end. 31/7-95 (coupon 9) 1st ling. 51 cts., 10th div. on 7/7-00 }	\$18, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	{ 5 p. ct. for 1897 \$1.05 = 12 p. ct. for year ending 30/4/00 }	\$41, buyers
Shell Transport & Trading Co., Limited	2,000,000	41	41	{ Int. of 5 p. cent. on account of 1900... }	\$2 1/2.
REFINERIES.					
China Sugar Refining Com- pany, Limited	20,000	\$100	\$100	{ Int. of \$24 per share on a/c. 1900... }	\$105, sales
Luzon Sugar Refng. Co., Ltd.	7,000	\$100	\$100	{ \$3 for 1897 }	\$55, buyers
MINING.					
Panjin Mining Co., Ltd.	60,000	\$8	\$8	{ None }	\$3.10, buyers
Do. Preference	30,000	\$1	\$1	{ None }	\$25, sellers
Société Exp. des Charbon- nages du Tonkin	10,000	Fr.250	Fr.250	{ None }	\$70, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	{ None }	10 cents, sellers
Jeclun Mining and Treas- ury Company, Ltd.	45,000	\$5	\$5	{ 5 p. ct. half year end. 31/7-95 (coupon 9) 1st ling. 51 cts., 10th div. on 7/7-00 }	\$8, buyers
Ramb Australian Gold Mining Co., Limited	200,000	41	16/30	{ None }	\$55, buyers
Oliver's Freehold Mines, Limited	A 15,000 B 45,000	\$5 \$5	\$4 \$4	{ None }	\$24, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$3	{ First year... }	\$1.80, buyers
Do. Preference	70,000	\$1	\$1	{ First year... }	10 cents. 40 cents.
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	{ 3 p. ct. & 12 p. ct. bonus for 1 year ended 30/6/00 }	545 per c. pr.—\$306.2
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	{ Int. of 5 p. cent. on account of 1900... }	\$84.
Wanchai Warehouses and Storage Co., Ltd.	2,000	\$100	\$37 1/2	{ Int. of \$11 on ac- count 1900 = 22p. ct. for 1899 }	\$61, buyers
New Amoy Dock Co., Ltd.	6,000	\$60	\$60	{ 22 per cent. for 1899 }	\$204, sellers
LANDS, HOTELS & BUILDING.					
Hongkong Land Invest- ment & Agency Co., Ltd.	50,000	\$100	\$100	{ Int. \$3 on account 1900 }	\$184, buyers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$30	{ \$14 for 1899 }	\$254.
West Point Building Com- pany, Limited	12,500	\$50	\$50	{ Int. \$1.50 on acct. 1900 }	\$51.
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ 10 p. ct. for half year ended 30/6/1900... }	\$119, sellers
Oriente Hotel Co., Limited	7,000	\$50	\$50	{ First year... }	\$53.
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	{ 6 per cent. for 1898... }	\$111, sellers
COTTON MILLS.					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Tls.100	Tls.100	{ 31 p. ct. for period ending 31/10/97... }	Tls. 50
International Cot. Mfg. Co., Ltd.	10,000	Tls.100	Tls.100	{ 3 p. ct. on account '98 4 p. ct. on 6/00 shares 4 p. ct. for period ending 31/12/97... }	Tls. 50 Tls. 50 Tls. 375
Soy Chee Cotton Spinning & Weaving, Ltd.	2,000	Tls.500	Tls.500	{ None }	Tls. 40
Yahloong Cot. Spin. Co., Ltd.	7,500	Tls.100	Tls.100	{ None }	\$9, buyers
Hongkong Cotton Spin- ning & Dye Co., Ltd.	12,000	\$100	\$100	{ None }	
MISCELLANEOUS.					
Green Island Cement Co.	60,000	\$10	\$40	10 p. c. for 1/9 on a/c. Capt.	\$29, buyers
China Boroac Co., Ltd.	7,600	\$20	\$15	None	\$31, sales
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	{ Final of 6 p. ct. mak- ing 11 p. ct. for '99 }	\$30, buyers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	{ 70 cents per share... 7 cents per share... }	\$10.50, sellers \$12, sellers
Hongkong and China Gas Company, Limited	7,000	\$10	\$2	9 p. ct. for 1896	\$118, buyers
Hongkong Soc. Mfg. Co.	10,000	\$50	\$20	\$10 for 1898	\$170, buyers
Geo. Fenwick & Co., Ltd.	6,000	\$23	\$23	15 per cent. for 1899	\$52, sales & sellers
Hongkong Ice Co., Ltd.	5,000	\$23	\$23	Int. \$2 p. a. on acct. 1900	\$167.
Hongkong High-Level Tramways Co., Ltd.	1,250	\$100	\$100	{ \$12 for year ended 30/11/90 }	\$170.
Dairy Farm Co., Ltd.	10,000	\$71	\$8	6 p. ct. for y. end. 31/7-99	\$84, buyers
Carmichael & Co., Ltd.	2,000	\$25	\$20	\$1 for 1896	\$60.
Hk. & China Bakery Co., Ltd.	180	\$50	\$10	15 per cent. for 1899	\$20.
Campbell, Moore & Co., Ltd.	1,260	\$10	\$10	12 per cent. for 1899	\$12.
Bong Anbeson E. Agcy., Ltd.	10,000	41	41	76c. per share for year ended	\$84.
United Asheske Oriental Agency, Limited	3,000 funds.	\$10	\$10	\$20—31/5-00	\$20.
Tongpu Planting Co., Ltd.	20,000	\$5	\$5	None	\$5, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000 60,000	\$20 \$20	\$10 \$10	{ 80 cents for perio- d ending 31/12-99 }	\$94, buyers
Watkins, Limited	10,000	\$10	\$10	8 p. cent. for 1898	\$10, sales & sellers
Universal Trading Co.	50,000	\$20	\$5	None	\$51, buyers
CHINA COMPANIES.					
Alumina, Limited	200	\$500	\$500	25 p. c. for y. end. 30/6-00	\$1,500
La Commercial, Limited	200	\$500	\$500	Int. of 10 p. c. for 1899	\$1,000
Hensiana, Limited	750	\$100	\$100	First year	\$120
La Favorita, Limited	120	\$500	\$500	First year	\$500

## THE WEATHER.

CHINA COAST METEOROLOGICAL  
REGISTER. 14th OCTOBER. P.M.

STATION.	Hour.	Latitude.	Long. East.	Level and Sfc. Feat.	Temp. (Fah.)	Humidity.	Wind. Dir. & Force.	Weather.
Vladivostok	2 p.	38.4	131.3				NW	2
Tokyo	"	35.7	139.7				N	3
Kobe	"	34.6	135.1				N	3
Nagasaki	"	32.8	129.8				N	3
Kingoshima	"	33.95	129.6				NE	3
Tsushima	1 p.	33.08	129.8				NE	3
Taichu	"	23.95	120.6				N	3
Tsinan	"	21.93	115.9				N	3
Koshu	"	35.93	138.7				N	3
Pescadores	"	25.93	122.6				NE	3
Gulf of								
Swatow	3 p.	—	—					
Shanghai	"	31.06	121.3		78	63	NNE	3
Amoy	"	24.47	118.4		82	49	NE	3
Swatow	"	—	—					
Canton	"	23.35	113.5		80	63	NE	1
Hongkong	4 p.	22.34	114.1		77	—	ENE	1
Vict. in Peak	"	—	—				ENE	1
Gap Rock	"	20.53	116.3		—	—	ENE	1
Macao	"	22.15	113.5		80	—	NNE	1
Hainan	1 p.	—	—					
Manila	4 p.	14.59	120.9		86	71	ENE	1
Malate	3 p.	—	—				S	2
Racool	"	—	—				S	2
Hoilo	"	20.67	123.0		—	—	SW	1
Cebu	"	20.74	123.4		—	—	SW	2
C. S. James	"	—	—				SW	2
15th OCTOBER, A.M.								
Vladivostok	7 a.	38.4	131.3					
Tokyo	10 a.	35.7	139.7					
Kobe	"	34.6	135.1					
Nagasaki	"	32.8	129.8					
Kingoshima	"	33.95	129.6				NE	3
Tsushima	5 a.	33.07	129.8				NE	3
Taichu	"	23.95	120.6				N	2
Tsinan	"	21.93	115.9				N	3
Koshu	"	35.93	138.7				NE	3
Pescadores	"	25.93	122.6					
Gulf of								
Swatow	9 a.	—	—					
Shanghai	"	31.06	121.3		72	63	N	3
Amoy	"	24.47	118.4		74	63	NNE	3
Swatow	"	—	—					
Canton	"	—	—					
Hongkong	10 a.	23.04	114.1		78	76	ENE	1
Vict. in Peak	"	—	—				E	2
Gap Rock	"	20.52	116.3		—	—	ENE	1
Macao	"	22.15	113.5		82	—	NNE	1
Hainan	7 a.	—	—					
Manila	10 a.	14.59	120.9		84	71	ENE	1
Malate	9 a.	—	—				SW	2
Racool	"	—	—				SW	2
Hoilo	"	20.79	123.0		79	—	S	1
Cebu	"	20.88	123.4		85	—	SW	1
C. S. James	7 a.	—	—				NW	1

On the 15th at 11.45 a.m. The barometer has fallen again in Laxson and over the SE. of Luzon, the depressions were situated to the west of the SE. of Luzon, and moving Westwards. Pressure is highest over the S. of Luzon, and lowest on the coast, very strong monsoon in the N.E. part of the China Sea. Forecast: - moderate or fresh N. to N.E. winds, fair.

On the 15th at 11.55 a.m. The barometer has risen in the Philippines, and remains steady on the China coast. The depression, which appears to be now situated to the N.W. of Palawan, probably continues moving Westwards. Pressures increase with height on the China. Strong monsoon on the coast, and over the S. of Luzon. Forecast: - fresh to strong N.E. winds, fair.

HONGKONG REGISTERED

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer .....	29.94	30.04	29.97
Temperature .....	77	78	77
Humidity .....	60	75	51
Direction of wind .....	ESE	ENE	E
Force .....	1	1	4
Weather .....	c	c	b
Rain .....	—	—	—

Highest open air temperature on the 16th ..... 8  
Lowest open air temperature on the 16th ..... 1  
**Hongkong Observatory, 16th October.**

## HONGKONG TIDE TABLE

19th to the 22nd October, 1900.									
HIGH WATER.					LOW WATER.				
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.		Hongkong Mean Time.	Height.			
Tues.	16	h. m. 1 22	ft. in. 4 6		h. m. 9 50	ft. in. 2 0			
Wed.	17	No inferior 7 49 a	high 3 3 4		no low 10 25 a	2 0			
Thurs	18	7 49 a	3 4		10 25 a	2 0			
Fri.	19	8 1	3 11		11 59 a	1 59			
Sat.	20	7 52 a	3 5		12 13 a	1 58			
Sun.	21	7 40 a	4 0		1 0	1 59			
Sun.	22	7 40 a	3 10		1 23	1 59			
Mon.	23	7 59 a	3 4		1 46	1 59			
		8 22 a	3 0		2 0	1 59			

# PORTLAND CEMENT

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